



Vol. 49, No. 8
March 19, 2020

Old Cars

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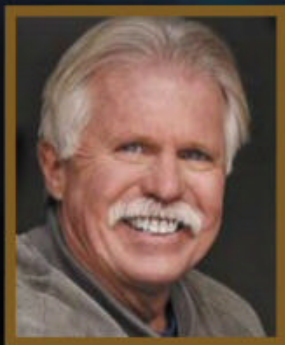


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Old Cars charges full speed ahead

While much of the hobby is rightfully concerned about bringing youth into our favorite past time, there's another crisis at hand — the rapidly diminishing landscape of car and truck publications.

In December 2019, TEN Publishing (previously The Enthusiasts Network) announced that it would cease publishing 19 of its 22 vehicle-related magazines. Among the axed publications were *Hot Rod Deluxe*, *Mopar Muscle*, *Muscle Car Review*, *Car Craft*, *Mustang Monthly*, *Super Chevy* and a slew of others. The company will now focus on digital efforts. In the meantime, these magazines represent a large part of the newsstand landscape and their absence will be noticed to anyone who still peruses this area of bookstores and grocers. As a fan of most of these titles and an on-and-off subscriber to some of them, I will personally miss them.

The hits continued in February 2020 when Lumina Media, LLC announced that *Auto Restorer* and *Motorcycle Consumer News* magazines would be dissolved; the last issue of *Auto Restorer* was mailed in January 2020.

For those keeping a tally, that was 21 magazines related to cars, trucks and motorcycles disappearing in less than three months.

There's no question that newsstand sales of magazines has been bad for quite some time. It's also well-known that online media has taken a large bite out of the audience and advertising base for print publications. However, many magazines continue to soldier on, including *Old Cars*.

Troubles aren't limited to automotive titles. F+W Media, the former parent company of *Old Cars*, went bankrupt in 2019 due to issues in other areas of its business. Despite the unsuccessful investments of F+W Media in other areas, *Old Cars* remained and remains on solid ground, which is why it was acquired by Active Interest Media. Thanks to you, our loyal subscribers and advertisers, *Old Cars* remains a healthy publication that plans to grow under AIM management beyond its 50th anniversary in 2021.

In addition to *Old Cars*, there are still many other publications related to the collector vehicle out there. How do we keep them healthy?

If you're reading this, you're already part of the solution. You are a hobbyist who enjoys the tradition of magazines and the printed word over or in addition to the sometimes "here today, gone tomorrow" world of websites and social media platforms. *Old Cars* readers have traditionally spread the word of the publication to their friends and acquaintances, which has kept the magazine strong. Readers also tell advertisers they saw their ads in *Old Cars*. If you do that for your other favorite publications, it will help them remain strong as well.

The *Old Cars* staff appreciates how readers have supported the publication for almost 50 years, and we continue to look forward to supporting your endeavors in this great old hobby of ours.



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26

18 Big Bang Theory

MCACN starts its second decade loud and proud

22 Lincolns on the Hudson

Club tours and meet on Franklin Roosevelt's turf

26 West vs. Midwest

Detroit Autorama, GNRS continue to forge different paths in the rod world

32 Smooth Operator

1968 Ford Fairlane 500 was the best of many worlds

42 Super Car Cylinder Wars

St. Louis display showcases rise and fall of cylinder count

62 What's This Old Car Hobby all About?

What makes us collect classic cars



22

DEPARTMENTS

4 From the Editor

12 Sound Your Horn

12 Reader Wheels

13 News/The Scoop

14 Weathered Wheels

14 Wreck of the Week

15 Reader Photo

16 Club Clips/Vintage Ad

17 Q&A

26 Speaking of Hot Rods

36 Auction Express

43 OC Show Calendar

50 OC Classified Ads

Madison Classics 2020 Schedule



Madison Classics 43rd Annual Spring Jefferson Swap Meet & Car Show April 24-26, 2020

With the arrival of the spring season our minds start switching gears towards the things we love to do in warmer weather – like going to car shows!

The show will be held at the Jefferson County Fair Park located at 503 N Jackson Ave, Jefferson, WI 53549, which is just off Hwy 18 in Jefferson. The swap meet and car corral are all three days and the car show is Saturday and Sunday only. The spectator gates for the swap meet and car corral are open Friday 10am-6pm, Saturday 6am-4pm, and Sunday 6am-3pm.

The car show gate opens at 6am on Saturday & Sunday. As with all of the Madison Classics events, all makes and models pre-1976 and specialty vehicles of interest are invited to participate in the car show. This spring our special focus will be on Drag Cars! The feature cars will be on display in the main activity center at the Jefferson County Fair Park. Be sure to look for a larger display of vehicles in front of the main activity building on Saturday & Sunday morning.

Spectator admission for adults is \$10 and children under 12 are free when accompanied with a paying adult. Spectator parking is available for \$5, but space is limited so please arrive early. No camping allowed in the parking field. Swap spaces will be available at the gate the weekend of the show and car corral spaces will be available at the Car Corral entrance all weekend. There is an ATM on the grounds as well as concessions serving delicious burgers, brats and hotdogs. No pets, please. For more information, visit www.madisonclassics.com, or call 608.244.8416.



Madison Classics 35th Annual Summer Elkhorn Swap Meet & Car Show August 1-2, 2020

Is your summer calendar filling up? If so, be sure to mark off August 1st and 2nd now so you can attend the 35th Annual Summer Elkhorn Swap Meet and Car show!

The show will be held at the beautiful Walworth County Fairgrounds located at 411 E. Court St. in Elkhorn, WI. This awesome two day event features a huge swap meet with over 1,100 swap spaces, a car corral with hundreds of vehicles for sale, and of course the amazing car show full of show quality vehicles on display. The gates for the swap meet, car corral and car show are open Saturday 8am-4pm and Sunday 8am-3pm.

As with all of the Madison Classics events, makes and models pre-1976 and specialty vehicles of interest are invited to participate in the car show. The feature vehicle for this event is all Buicks, Pontiacs, Oldsmobiles and they will be on display in the grass area right in the center of the Walworth County Fairgrounds!

Spectator admission for adults is \$7 and children under 12 are free when accompanied with a paying adult. Spectator parking is available for \$3, but space is limited so please arrive early. No camping allowed in the parking field. Swap spaces will be available at the gate the weekend of the show and car corral spaces will be available at the Car Corral entrance all weekend. There are also food concessions serving delicious burgers, brats and hotdogs. No pets, please. For more information, visit www.madisonclassics.com, or call 608.244.8416.



Madison Classics 43rd Annual Fall Jefferson Swap Meet & Car Show September 25-27, 2020

When the temperature drops and the leaves fall, you can bet on one thing – it's time to get those last minute parts and accessories for your winter restoration project! What better place to find those goodies than the 43rd Annual Fall Jefferson Swap Meet!

The show will be held at the Jefferson County Fair Park located at 503 N Jackson Ave, Jefferson, WI 53549, which is just off Hwy 18 in Jefferson. The swap meet and car corral are all three days and the car show is Saturday and Sunday only. The spectator gates for the swap meet and car corral are open Friday 10am-6pm, Saturday 6am-4pm, and Sunday 6am-3pm.

The car show gate opens at 6am on Saturday & Sunday. As with all of the Madison Classics event, all makes and models pre-1976 and specialty vehicles of interest are invited to participate in the car show. The feature vehicle will be Trucks! The feature vehicles will be on display in the main activity center at the Jefferson County Fair Park. Be sure to look for a larger display of vehicles in front of the main activity building on Saturday & Sunday morning.

Spectator admission for adults is \$10 and children under 12 are free when accompanied with a paying adult. Spectator parking is available for \$5, but space is limited so please arrive early. No camping allowed in the parking field. Swap spaces will be available at the gate the weekend of the show and car corral spaces will be available at the Car Corral entrance all weekend. There is an ATM on the grounds as well as concessions serving delicious burgers, brats and hotdogs. No pets, please. For more information, visit www.madisonclassics.com, or call 608.244.8416.

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<p>Spring 43rd Annual JEFFERSON April 24-26, 2020</p>  <p>3 DAY SWAP MEET & CARS FOR SALE 3,100+ Swap Spaces 100's of Cars for Sale! Now Online 2 DAY CAR SHOW (SAT. & SUN.) All Makes & Models Welcome Featuring Drag Cars HOURS: Fri. 10-6, Sat. 6-4, Sun. 6-3 Admission \$10.00 No Pets Jefferson Co. Fair Park 503 N Jackson Ave, Jefferson, WI</p>	<p>Summer 35th Annual ELKHORN August 1-2, 2020</p>  <p>2 DAY SWAP MEET, CAR SHOW & CARS FOR SALE / Now Online Featuring Buicks, Pontiacs, Oldsmobiles All Makes & Models Welcome 1,100+ Swap Space 100's of Cars for Sale! HOURS: Sat. 8-4, Sun. 8-3 Admission \$7.00 No Pets Walworth Co. Fairgrounds 411 E. Court St, Elkhorn, WI</p>	<p>Fall 43rd Annual JEFFERSON Sept. 25-27, 2020</p>  <p>3 DAY SWAP MEET & CARS FOR SALE 3,100+ Swap Spaces 100's of Cars for Sale! Now Online 2 DAY CAR SHOW (SAT. & SUN.) All Makes & Models Welcome Featuring Trucks HOURS: Fri. 10-6, Sat. 6-4, Sun. 6-3 Admission \$10.00 No Pets Jefferson Co. Fair Park 503 N Jackson Ave, Jefferson, WI</p>
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VINTAGE MIDGET RACECAR.... Theresa Marple - Owner



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THE KEN "PINKY" SEEFERT 50 YEAR COLLECTION**

SATURDAY, JUNE 6TH, 2020 9:30AM

10003 MENDEL RD. N., STILLWATER, MN 55082

Ken and his wife loved the thrill of the hunt. They looked for many rare and unique items and had many collections. There is something for everyone from collector cars to Gas & Oil, and many collectibles. The family will sell the collection No Reserve, so plan now to attend this auction.

COLLECTOR CARS: (PARTIAL LISTING)- 1915 Overland, 1923 Maxwell, 1923 Ford Truck, 1923 Chalmers, 1937 Ford Coupe, 1939 Lincoln, 1955 Mercury, 1956 Ford Pickup, 1958 Ford Retractable HT, 1958 MGA, 1960 Mercedes 190 SL, 1965 Ford Mustang, 1967 Ford Sunbeam, 1970 Bugatti kit car, 1970 Ford Mustang Mach 1, 1969 Ford Bronco, 1946 Hudson Pickup, AND MORE..

MOTORCYCLES: (PARTIAL LISTING) - 1981 Harley Davidson, 1969 BSA, 1978 Norton, 1949 Douglas, and more..

ANTIQUE TRACTORS- GAS & OIL SIGNS, PARTS, AND MANY COLLECTIBLES..... Becky Cousino - Personal Rep.



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SATURDAY, JULY 18TH, 2020 AT 10AM

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FABULOUS COLLECTOR CARS- GAS & OIL SIGNS AND MEMORABILIA THE AMAZING LARRY & DAWN MENARD COLLECTION

AUGUST 29TH, 2020 9:30 AM

**MENARDS CONFERENCE CENTER-5150 OLD MILL PLAZA,
EAU CLAIR, WISCONSIN, 54703**

Larry and Dawn Menard spent many happy hours building their collection of fabulous collector cars, memorabilia and more. Larry and Dawn spent many happy times going to car shows and looking for the next addition to their collection. Larry Menard passed away and the family will be offering this fabulous collection. Watch for more details and plan to attend this amazing auction.

WATCH FOR MORE DETAILS ON THIS FABULOUS AUCTION. www.vanderbrinkauctions.com

COLLECTOR CARS: (PARTIAL LISTING)- CHEVROLET: 1955 Chevrolet Conv., 1956 Chevrolet Conv., 2-1957 Chevrolet Conv., 1958 Chevrolet Conv., 1959 Chevrolet Conv., 1955 Chevrolet Nomad Wagon, 1956 Chevrolet Nomad Wagon, 1957 Chevrolet Nomad Wagon, 1954 Corvette Roadster, and MORE!

CADILLAC: 1959 Cadillac Convertible **FORD:** 1931 Ford Coupe, 1935 Fords, 1936 Fords, Ford Pickups, 1950 Ford Woody Wagon, and more...

HUNDREDS OF GAS & OIL SIGNS AND COLLECTIBLES- COUNTRY STORE SIGNS & MORE...



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56745 CNTY RD. 56, NEW YORK MILLS, MN 56567

If you are looking for a Classic, you won't want to miss this auction! The Windels have loved Convertibles and they have accumulated quite the collection. Chevrolet, Ford, Pontiac, Dodge, and more. Plan now to buy back your Glory Days! Watch for complete catalog at www.vanderbrinkauctions.com

COLLECTOR CARS: (PARTIAL LISTING) CHEVROLET/GMC: 1950 GMC Pickup, 1955 Chevrolet Bel Air Convertible, 1956 Chevrolet Bel Air Convertible, 1957 Chevrolet Bel Air Convertible, 1958 Chevrolet Convertible, 1959 Chevrolet Bel Air Convertible, 1962 Chevrolet Impala SS Convertible, 1963 Chevrolet Impala Convertible, 1964 Chevrolet Impala Convertible, 1965 Chevrolet Impala Convertible, 1965 Chevrolet Corvair Corsa Convertible, and more. **PONTIAC:** 1968 Pontiac Firebird Convertible **FORD:** 1957 Ford Skyliner Retractable Hardtop, 1951 Ford Custom Deluxe Victoria 2dr HT, 1956 Ford Sunliner Convertible, **DODGE:** 1970 Dodge Charger RT-440 V8 4bbl, AT on console, 99,000 SURVIVOR!

ANTIQUA TRACTORS: Massey Harris Pony w/ plow & cultivator, 8N Ford, Allis Chalmers G, Farmall Cub tractor. **ASSORTMENT OF GM PARTS AND ACCESSORIES...**



**OVER 140 AMAZING COLLECTOR CARS
20-1932 FORDS, CORVETTES, 1953 BUICK SKYLARK CONV.
AND MORE AMERICAN CLASSICS!**

THE AMAZING BOB REGEHR COLLECTION

SATURDAY, OCTOBER 24TH, 2020 AT 9:00AM

**THE KANSAS STATE FAIRGROUNDS,
2000 N. POPLAR ST., HUTCHINSON, KS, 67502**

Bob Regehr has always loved cars. One of his first cars was a 1932 Ford and that started the bug. Starting out newly married with 3 Full-service Texaco stations, he would buy cars off his customers like the 1953 Buick Skylark Convertible. In 1968 he had the idea to have a covered trampoline and invented the "Moonwalk". He came back from the 1968 World's Fair with 2 orders and some pocket money. He sold those 2 Moonwalks and it turned into a business that lead to fuel his passion for cars. The kids and the cars rolled in and filled his rental properties. He taught his kids his hard work ethic and in fact, he would tell them while polishing the cars, "Don't sweat on the Chrome!" The collection grew to over 140 vehicles including 20-1932 Fords, multiple corvettes, Camaros, Nomads, and more American Classics. The family will sell the collection that has been in hiding for over 30 years at No Reserve! You won't want to miss this amazing auction!

20-1932 FORDS! CORVETTES! CAMAROS! NOMADS! 1953 BUICK SKYLARK CONVERTIBLE, & MORE AMERICAN CLASSICS! Kelly Graber - Executor



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1988 CADILLAC COUPE DEVILLE
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CHAIN DRIVE
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1962 CADILLAC DEVILLE SERIES
62 2-DOOR CONVERTIBLE

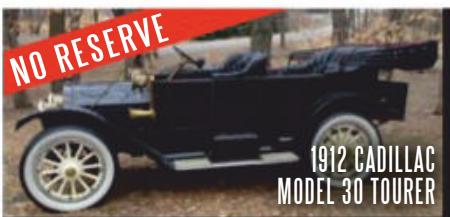


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CYCLE COM-
PANY 1903 MEN'S
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MODEL 30 TOURER



1968 CHEVY
CHEVELLE 396 4SPD



1935 FORD 5 WINDOW

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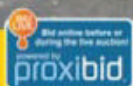
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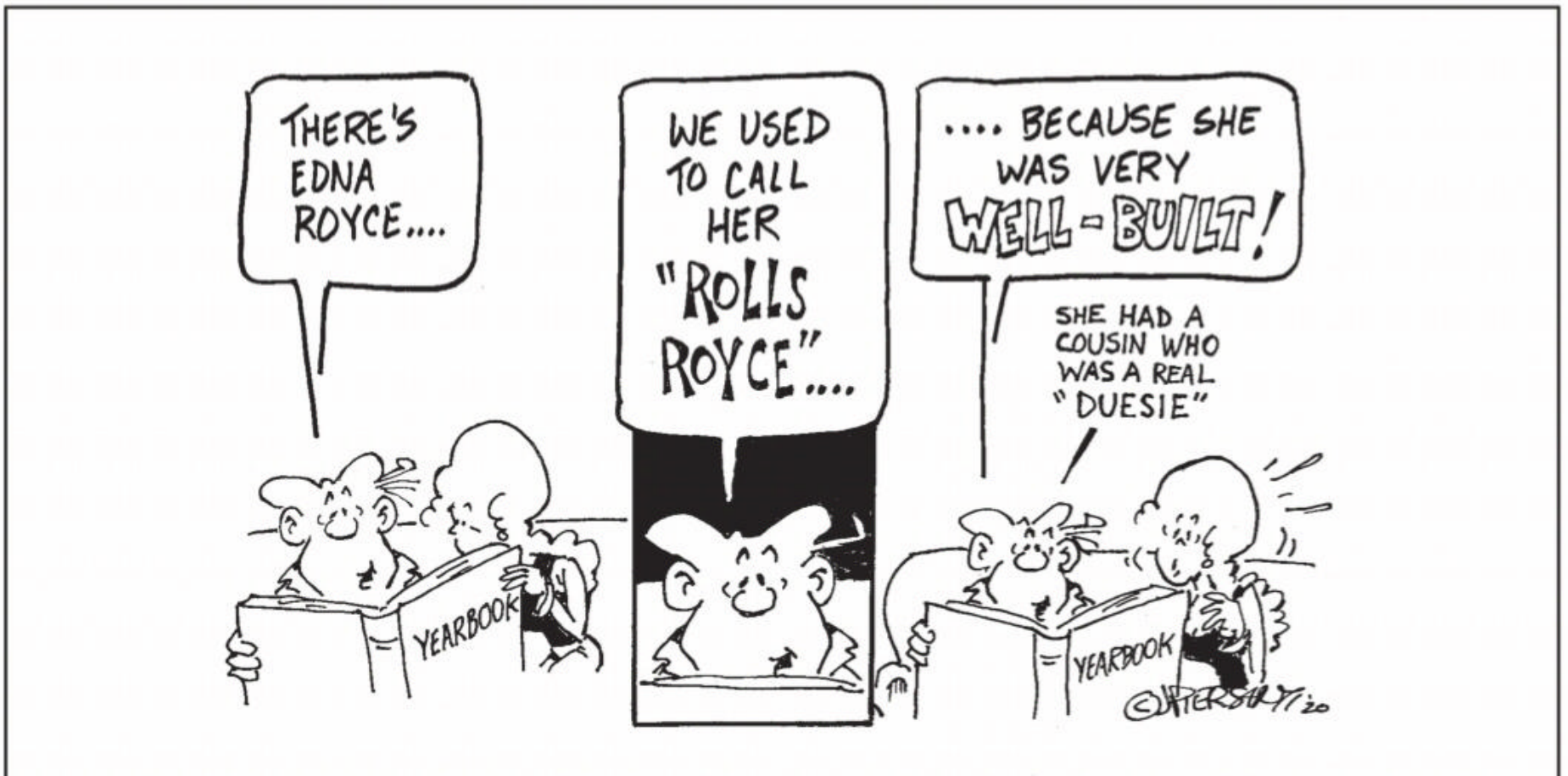
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Sound Your Horn



The auction experience: seller's view

I very much enjoyed Angelo Van Bogart's article on my 23-mile 1957 Chevrolet Two-Ten Sport Coupe that appeared at the Mecum Chicago sale, especially how he explained that an unrestored original cannot be a No. 1 or No. 2 car.

I had no real idea of what the car was worth going into the auction. People who had seen the car told me different prices from \$40,000 to \$80,000, and the car did not meet the \$50,000 reserve on the auction block. However, it sold a half-hour later in Mecum's "Bid Goes On" area.

The Chevy was purchased by a member of the Cargill family that currently employs 166,000 people. The buyer was not at the auction; she had two men at the auction looking for a 1957 car for her. (She apparently wanted a '57 because that was the year she was born.) One of the men stated that she has a very large heated and cooled building, so I assume she may have additional cars and it will be well taken care of.

Articles have also been written on my other 1957 Chevy, a One-Fifty two-door sedan. When I went to look at the Two-Ten that I recently sold at Mecum, this One-Fifty was also in the garage. The One-Fifty had 18,000 miles on it, so I purchased them both from the deceased owner's daughter.

The One-Fifty is even more original than the Two-Ten as it still has the original date-coded radiator.

Cliff Wackerlin, Naples, Fla.

Reaching Bell Performance

In *Old Cars* Vol. 49, No. 3 dated Jan. 30, there is a

reference to Bell Performance's Ethanol Defense product in "Q&A." Can you furnish me the address of Bell Performance and its phone number so I can contact them about their product?

Brock R. McPherson, Great Bend, Kan.

Editor's note: We apologize for not initially including the contact information for Bell Performance. For the convenience of all readers, it is as follows: 1340 Bennett Dr., Longwood, FL 32750. The phone number is 407-831-5021 and the website is www.bellperformance.com.

Remembering Roaring 20s Autos

I just received the Feb. 6 *Old Cars* and noticed the story on the Roaring 20s Autos museum and dealership. I still recall seeing its ads in *Cars & Parts* magazine in the early to mid 1970s. As a kid, the photos of the cars they had for sale fascinated me. I still have the magazines and looked through them again about eight months ago, wondering what became of Roaring 20s Autos and the cars they advertised.

David Temple, via email

Department of Corrections

The author byline to author Gregg D. Merksamer's article on the RV Hall of Fame was inadvertently omitted from the March 5, 2020, issue of *Old Cars*. We deeply regret this omission and offer our sincerest apologies to Mr. Merksamer.



Reader Wheels

Old Cars reader Barry Levesque is always ready to bug-out in his cool, red 1963 Volkswagen Beetle. "I bought it about three years ago while on vacation in North Carolina," he says. "All I've done to it is change out some chrome pieces, white walls and transmission work."

The Scoop

Hobby News & Views



Got news for us? Email us at
oldcars@aimmedia.com

GM pulling out of Australia market

DETROIT (AP) _ General Motors' decision to pull out of Australia, New Zealand and Thailand as part of a strategy to exit markets that don't produce adequate returns on investments raised dismay from officials concerned over job losses.

The company said that it plans to wind down sales, engineering and design operations for its historic Holden brand in Australia and New Zealand in 2021. It also plans to sell its Rayong factory in Thailand to China's Great Wall Motors and withdraw the Chevrolet brand from Thailand by the end of this year.

"This is a very disappointing outcome," said Karen Andrews, Australia's minister for Industry, Science and Technology. She said it was unfortunate both because about 500 workers would lose their jobs, but also because "they only advised the government of this decision just before the announcement."

Dave Smith of the Australian Manufacturing Workers' Union also expressed chagrin.

Workers at Holden had thought they'd "been through the worst of it, and that's not the case," Smith said. "For many of them their long-term workers have been very loyal to the company ... they've loved being part of the car industry, and now, it was such an iconic brand coming to an end; it'll mean an end to their jobs."

GM has 828 employees in Australia and New Zealand and another 1,500 in Thailand, the company said.

The Detroit automaker expects to take \$1.1 billion worth of cash and noncash charges this year as it cuts operations in the three countries.

GM has a long history in Australia with the Holden brand,

where cars were designed and sold in the U.S. and other markets. The 2008 and 2009 Pontiac G8 muscle car, for instance, was designed as a Holden Commodore and built in Australia. But Holden's market share, which was nearly 22% in 2002, fell to just over 4% last year.

GM President Mark Reuss, who once ran the Australian operations, said the company explored options to continue Holden, "but none could overcome the challenges of the investments needed for the highly fragmented right-hand-drive market, the economics to support growing the brand, and delivering an appropriate return on investment," he said in the statement.

Colorado launches auto dealers hall

DENVER _ The Colorado Automobile Dealers Association (CADA) will mark the opening of the Colorado Automotive Hall of Fame April 1 during its annual Preview Gala at the Denver Auto Show. Fifty dealers will be part of the inaugural group that will be inducted during a special dinner and ceremony that evening.

The inaugural group of inductees into the Colorado Automotive Hall of Fame was set to be announced March 2. For more information about tickets to attend the Preview Gala and Colorado Automotive Hall of Fame, go to www.coloautohall-offame.com.

106-year-old gets stolen Caddy back

SACRAMENTO, Calif. _ A man has been arrested for stealing a 1956 Cadillac Eldorado Seville from a 106-year-old World War II veteran and Purple Heart recipient. James King,

Weathered Wheels

"How many of us would love to stumble upon a pair of '55 Chevys in the woods behind an old homestead?," asks Steve Isola, who did just that last summer. "Well, here they are, along with a '58 Mercury and an old Ford pickup. One Chevy is a two-door sedan, the other is a four-door sedan. Cars were all parked decades ago and left for posterity — or Mother Nature to look after. License tabs read '64. Amazing that they sat all these years with no broken glass and all parts present. I did find out later that the Chevy in the foreground has since been spoken for."



The Scoop

43, was booked into Sacramento County Jail Feb. 18 after the Bermuda Blue Seville was found. Owner Curly Bunfill, a former Hollywood stunt man, says the Cadillac was willed to him by the late actress Rita Hayward.

The stolen car was anonymously left at a police station. A towing company then brought the car to Bunfill.

King was booked on charges of vehicle theft and probation violation, records show. His bail is set at \$60,000.

ZL-1 clone con man faces charges

LONGMONT, Colo. _ A Longmont man has been indicted by a grand jury for failing to deliver about \$1 million worth of 1969 Camaro ZL-1 clones that he had reportedly promised to build. Frederick Spender Wetherall, 56, was charged with counts of theft between \$100,000 and \$1 million, one count of theft between \$20,000 and \$100,000, tax evasion and failure to file tax returns.

According to a story on www.timescall.com, Wetherall is the owner of Wetherall Restorations in Longmont and constructs custom-built Camaro ZL-1 replicas. He advertised through eBay and between 2013 and late 2019 collected about \$1 million from customers without ever delivering a vehicle and never issuing full refunds.

In addition, police determined Wetherall did not register his business and did not pay personal or business taxes because the shop was a “hobby,” according to the www.timescall.com story.

OC

1958 Ferrari named ‘Best of Best’

PARIS _ The fifth annual The Peninsula Classics Best of the Best Award was recently bestowed upon a 1958 Ferrari 335 S Spyder featuring coachwork by Scaglietti. After winning “Best of Show” at the 2019 Cavallino Classic, the Ferrari became a frontrunner in this year’s competition due to its well-documented history and a strong racing provenance. Originally displayed at the New York International Auto Show in 1959, this specific Ferrari 335 S Spyder, powered by the legendary Ferrari V12 engine, went on to race at a number of historic tracks in the United States including Watkins Glen, Daytona International Speedway and Virginia International Speedway, where the Ferrari suffered a blown motor in May 1960. Due to prohibitively expensive repair costs, the vehicle was left unclaimed at a New York customs facility.

Fortunately, the Ferrari found a new lease on life when it was purchased from the customs facility in April 1963 for roughly \$1,000. Between 1963 and 2013, the Ferrari bounced between owners from multiple countries before finding its current home with Andreas Mohringer of Salzburg, Austria.

The award goes to the top car selected as the best of a group of “best of show” winners from some of the world’s top concours events.

— PRNewswire



A 1961 Chevrolet Impala four-door hardtop took a hard hit from behind on June 13, 1962 in the Menlo Park, Calif., area. The culprit was an early 1950s Cadillac coupe, seen in the background, which sustained severe front-end damage. Also on the scene are three 1962 Chevrolet police or fire vehicles. The handsome 1961 Impalas were easy to identify from behind with their three round taillamps on both sides. They also had wide side moldings with contrasting insert panels. This beauty was only about a year old when it was knocked out of commission.



Rodman Bingham collection

Wreck of the Week



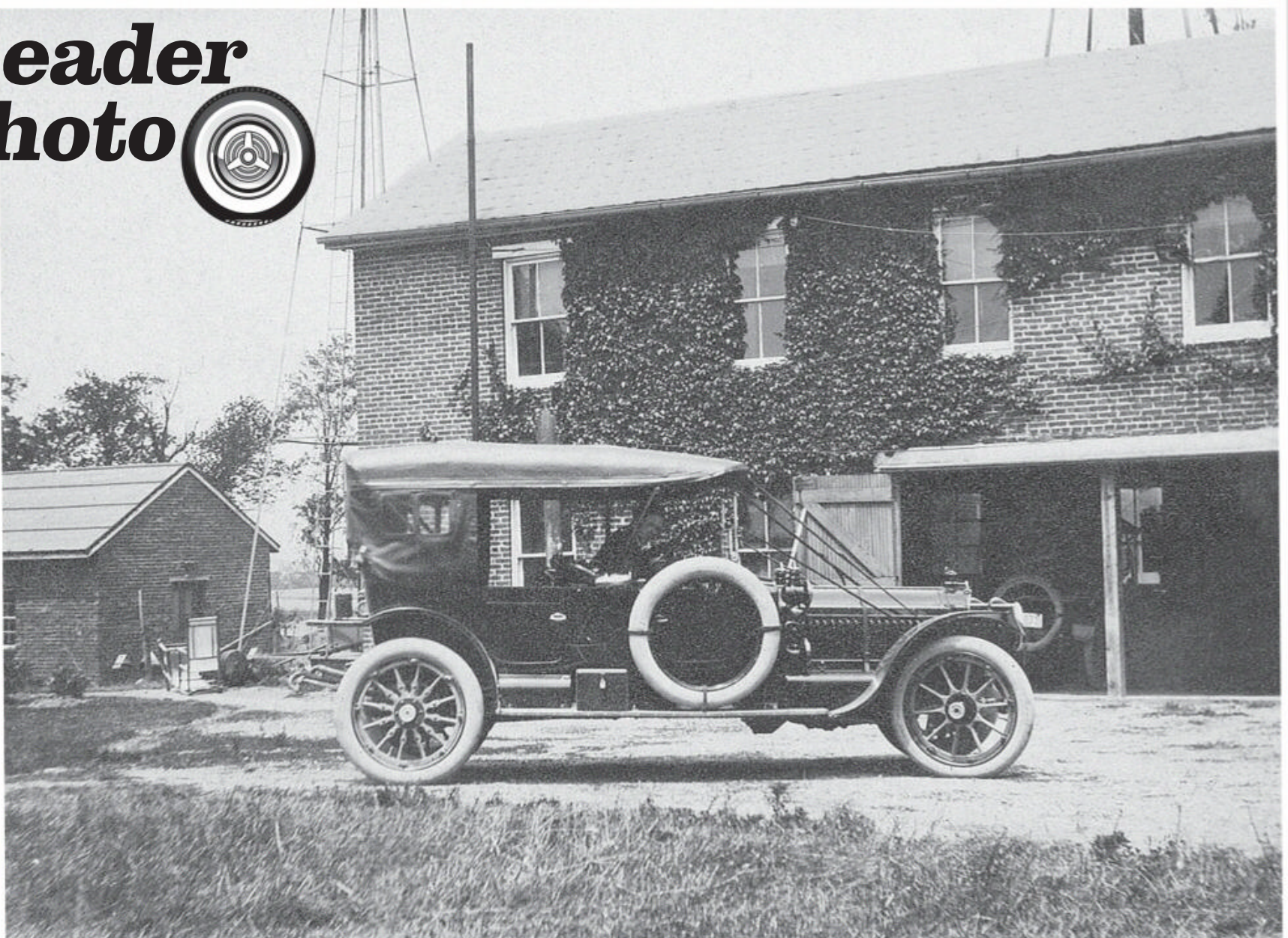
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Thanks to loyal *Old Cars* readers, limited quantities remain. Call and get yours before they are gone!

Reader Photo



This early-1910s Packard seven-passenger touring looks ready to take a spin. We don't have any information on who the man is behind the wheel, or when and where the photo was taken, but let's hope this car had a long and glorious life. Who knows, maybe it's still around and taking somebody for breezy Sunday drives.



Corvette club tells tale of tracking early 'Vette

A treasure-trove of features stories, technical articles, visuals and other items of keen interest are packed into *On Solid Ground*, publication of the Solid Axle Corvette Club (Ken Amrick, editor). The publication is aimed at Corvette enthusiasts who cherish models made from 1953 through 1962. The Fall 2019 quarterly edition of *On Solid Ground* marks the 25th year of the club.

Thirty-six pages cannot begin to cover the entire quarter-century of this club, but those pages *can* show the club as it is today, which is a salute to the 25 years that got it there. Jim DiGiorgio penned a four-page article of interest for any reader, regardless of the type or year of collector vehicle owned. Titled "The Documented History of a Low Mileage Corvette," the article traced the owner lineage of the factory's 332nd 1956 Corvette. Interestingly, the couple that first owned the new car traded a 1954 Corvette for the purchase.

The research began with a phone call in 2014, and just in time since the married couple were still active in their 61st year of marriage at ages 89 and 93. Two pages of information from the couple was written down by DiGiorgio. The story then turned toward the second owner, a man named Mike, who spent more than two years reminding the couple

of his interest in the car. He succeeded and owned it for six years. Then history became foggy. There is a "14 year ownership gap, 1986 to 2001," said DiGiorgio. During that stint, the car was in Germany. It next showed up at an auction in California in 2005.

Glenn was next in line. He won the bid and "likely only put 300 miles on the car during the four years of ownership." The car was improved a bit, with seats being professionally reupholstered. Three more owners rounded off the story. DiGiorgio included the dates of ownership with good detail and kept preserving the comments each owner made or things that happened while they owned the car.

DiGiorgio has also recorded his own dealings with the car. He provided purchase date, mileage at purchase (46,270 miles), his initial encounter with Corvettes (when his brother bought a 1958 model in 1965), and a rundown of the cars he has owned over the years.

Regardless of the type of vehicle you own, the article serves as a good example of how to document a vehicle.



On Solid Ground
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OC

VINTAGE AD OF THE WEEK

By the Old Cars staff

Print advertising creators know the first goal of any ad is to get people to notice the ad and stop turning pages long enough to see what the ad is about.

In this case, they used a bunch of fit and lovely female basketball players — in tight T-shirts and short shorts — and had them surround a handsome new 1977 Buick Regal coupe. A closer look at the T-shirts reveals that the team name was the Bombers. We're not sure what the car was doing parked in the middle of the basketball court, but it looked pretty cool and was definitely the center of attention.

"In the past few years, the Buick Regal fan club has been growing by leaps and bounds," the ad said. "Regal is a winner on looks alone. But if you need more convincing, just take a look at some of the standard equipment that it comes with. There's variable-ratio power steering, High-Energy Ignition. Power front disc brakes. And, of course, the sophisticated Buick V-6 engine."



OC



Q. If you stand in front of any 1930 Model A Ford, you will see the famous Ford “blue oval” (Q&A Feb. 6) at the top of the stainless-steel radiator shell. The Ford “blue oval” has continued in one form or another right up to the current day! I believe 1930 was the first year of its introduction. Long may it continue!

— Joseph Cimarosti,
Detroit, Mich.

A. Indeed. I don’t have to go far to stand in front of a 1930 Model A. This one lives in my garage. Actually, the oval appeared with the introduction of the 1928 Model A on Dec. 2, 1927. It continued in one form or another, getting progressively smaller, through 1938 (on cars at least). My 1947 Ford did not have a blue oval, but an unpainted oval on the upper grille bar had the Ford script in blue. In 1950, Ford introduced an entirely new emblem like the shield shown here and used it for many years thereafter. The blue oval seems to have come back by 1982, at least on Escorts, LTDs and trucks. Maybe a reader can give us a more detailed timeline.

Pat Jacobs, who asked the original question, also asked about the term “bowtie” as describing the Chevy emblem. The most often-recounted story is that William C. Durant spotted the motif on wallpaper in a Paris hotel, but there are other versions of the legend. It has been used on Chevys more or less continually since 1913. Gene Schneider has educated us about the appearance of the bowtie on Chevrolet parts. Who can give us a chronology of its appearance on the outside of the cars?



The above notwithstanding, I think Pat was inquiring more about the use of the terms “blue oval” and “bowtie” than their actual appearance on vehicles. My own recollections are rather hazy, but I don’t recall either of them being common in car-folk chatter more than 10-15 years ago.

Q. About torsion bars; a reader recently inquired about the comparable ride of cars with torsion bars versus coil front springs (Q&A, Feb. 6). Retrieving some of the ancient engineering knowledge from my head full of sawdust (I am 85) yields this: The coil spring doesn’t provide its

support by twisting, like the torsion bar does. Imagine the ends of the coil springs relative to each other, before and during compression. They are not rotating; instead it is a bending movement.

By comparison, a torsion bar rotates about its axis from one end to the other. This twisting motion builds torque much faster, and after a rather minimal deflection (a bump in the road) the bar resists harder, as in a turn, and keeps the front

end of the car stiffer and flatter. As a real example, when Chrysler introduced torsion bars in 1957, cornering and handling improved dramatically. They went through curves with much less leaning. Driving Dad’s Chrysler on a crooked road was a thrill! No GM or Ford could compete.

Another personal experience relates to a 1979 Cadillac Eldorado, which I own currently. The 1979 is about 20 inches shorter than a 1978, has about a 10-inch-shorter wheelbase and weighs 1,000 lbs. less. The front suspension was changed to torsion bars. With its 350-cid engine, the ’79 borders on being a performance car. It is delightful to drive.

— Norman Shahan, Lakeway, Texas

A. Thanks for that explanation. Since my engineering education majored in electrical and electronic subjects, my understanding of things mechanical is more elementary, not to mention long, long ago.

To submit questions to this column: E-mail oldcars@aimmedia.com or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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BIG BANG THEORY

MCACN starts its second decade loud and proud



By John Gunnell;
photos by Tom Ostrowski

Bob Ashton and his crew at the headquarters for the Muscle Car and Corvette Nationals (MCACN) found it necessary to kick into gear a bit earlier for the 2019 event. They had car collectors willing to commit to exhibiting their cars very early, especially those who wanted to be in one of the premier unveiling spots.

“We are honored and humbled to be the place for enthusiasts and restoration shops to showcase their latest build,” said MCACN Managing Member Bob Ashton. “If there is any event that draws attention to a primo muscle car or Corvette, it’s the Muscle Car and Corvette Nationals.”

The 2019 show took place Nov. 23-24, the weekend before Thanksgiving. Five big Chicago hotels were needed just to host show participants. MCACN is always held at the Donald E. Stephens Convention Center not far from O’Hare Airport. The venue is connected to several of the giant hotels by convenient

You never know what crazy machines will show up at the Muscle Car and Corvette Nationals. Above: Four Buick “nailhead” V-8s power this insane “TV Tommy” Ivo dragster. Below: As usual, the show featured plenty of classic Corvettes.



This van with Hurst Aid Truck graphics looks like the one that helped drag racers in the '60s.



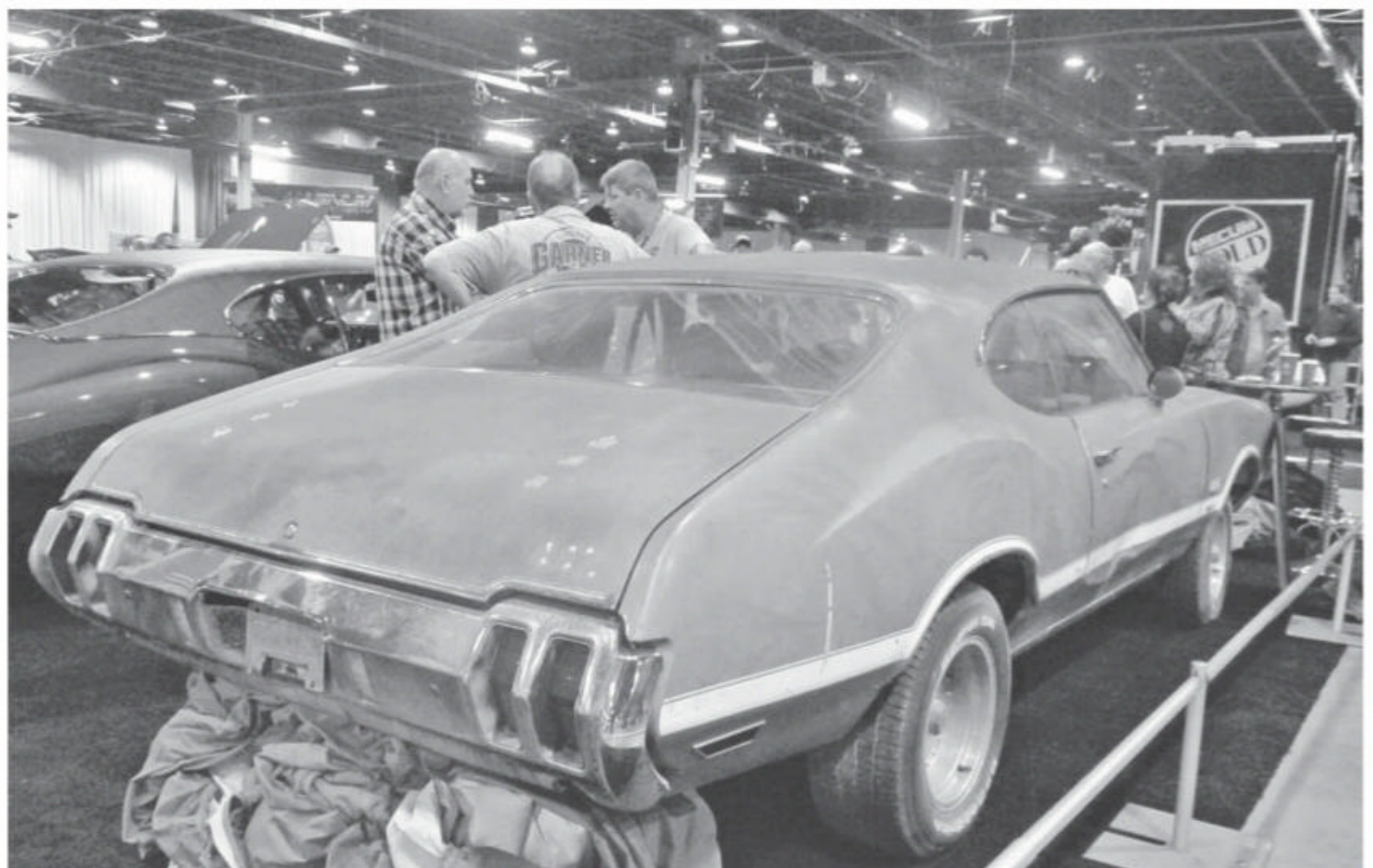
MoPar Dodge "Six Pack" and Plymouth "6BBL" cars in their respective High Impact Paint color of EF6 Bright Green (Dodge) and Rallye Green (Plymouth) color made an eye-catching display.

The very first Shelby Mustang GT-350 was rightfully shown on a pedestal at the MCACN.





This 1969-1/2 Plymouth Road Runner A12 is finished in Rallye Green, a High Impact Paint color used that year.



Dusty 1970 Olds 4-4-2 was one of many as-found and "barn find" cars that fascinated visitors.



Remember the B.F. Goodrich radial "Tire Bird" from Pontiac racing history? Here it is in the tin.

skywalks.

The MCACN Invitational Displays for 2019 were designed to keep things fresh by hosting very special vehicles. Each year, some entirely new displays are planned while a few very popular displays — including Barn Finds and Hidden Gems — return year after year. Specific 2019 presentations included a Ford and Mercury Total Performance display that spotlighted the rarest and best Boss Mustangs on the right and the hottest Mercurys — such as Cougar Eliminators and Cobra Jet and Super Cobra Jet cars — on the left. This Total Performance display featured several of the Premier Unveilings.

A second special display — the Ram Air Pontiac GTO Invitational — was hosted by Jim Mattison of Pontiac Historic Services. This display chronicled the history of Pontiac's hottest "roundport" GTOs, which were marketed from 1965-1972. Mattison said he will return to MCACN 2020 to host a Ram Air Firebird Invitational.

Chevelle enthusiast Dan Vasic hosted another special display called the Chevelle Post Sedan Invitational. The Chevelle sedans (pillared two-door coupes) are among Vasic's all-time favorite cars. The two-doors had low production totals and are rare today. Vasic featured five cars in this grouping.

Another 2019 MCACN attraction was the A12 Super Bee and Road Runner Reunion. With 2019 being the 50th anniversary year for these 1969 MoPar "Six Pack" and "6BBL" drag beasts, MCACN featured several.

Other highlights of the 11th MCACN event included an exclusive "Vintage Certification Program" sponsored by American Performance, LLC; a "Corvette Central Triple Diamond" display and competition; a "Pinnacle Certification" program for prime Shelbys and Mustangs (sponsored by Titan Lifts); the popular "Barn Finds and Hidden Gems" exhibit; and a "Hot Muscle Bike" show-within-a-show sponsored by Kooolestuff.

"If there is one thing I have learned over the years, it's that to keep the all-important spectators coming back, we need to present a new show every year," said Ashton. "I think we did exactly that for the past 10 years. We have been very fortunate to be able to do this, as many other shows are the same year after year, which is fine, but not for us."

Ashton said he was excited about kicking off the second decade of the

Muscle Car and Corvette Nationals.

"We appreciate the continued support, whether from participants or spectators," he said. "We ask that people help us

spread the word, because there is nothing quite like actually being at the Muscle Car and Corvette Nationals."

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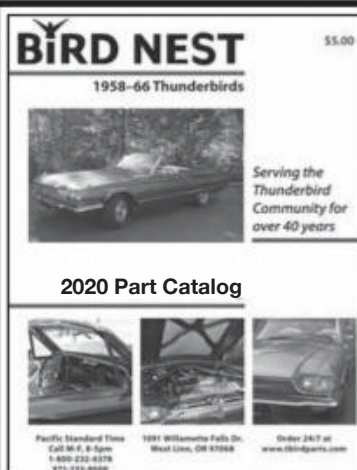
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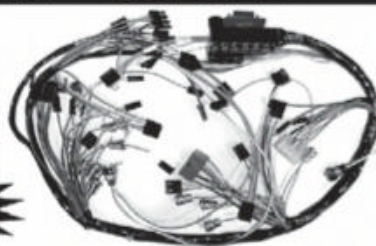
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Lincolns

ON THE HUDSON



Club tours and meet on Franklin Roosevelt's turf

■ Story and photos By Gregg D. Merksamer

The Mid-Atlantic Region Chapter of the Lincoln and Continental Owners Club (LCOC) threw itself a most memorable 60th birthday party by hosting the club's Sept. 19-22, 2019, Eastern National Meet. The event was held in the Hudson River Valley linking New York City to the Empire State's capital at Albany.

The prospect of re-uniting with old friends and the cars themselves no doubt played their traditional role in attracting attendees from points as far afield as California, Florida, Maine, Minnesota, Utah, Tennessee and Washington State. Meet co-host Linda Clarke further asserted "the River is key" to the region's history, charms and economic vibrancy, a point emphasized from the get-go by the all-day driving tour that kicked off the affair on Thursday, Sept. 19.

Though the route laid out by Linda's husband Owen Clarke totaled just 40 miles or so, it did include U.S. 9 corridor must-sees. Club members toured President Franklin D. Roosevelt's home, library and museum in Hyde Park, N.Y., and the nearby Frederick & Louise Vanderbilt Estate. The estate tour included a private look inside its otherwise off-limits carriage house and the original, unrestored 1913 White station wagon, 1918 Crane-Simplex and 1933 Cadillac V-16 residing therein. The tour participants also visited St. James Epis-

copal Church where FDR's parents are buried and Eleanor Roosevelt's 1962 funeral attracted four American Presidents; a Depression-era Civilian Conservation Corps campsite at Margaret Lewis Norrie State Park; the Mills Estate in Staatsburg (which hosts a popular car show every October); the artsy Village of Rhinebeck; and the 1914 Mission-style Hyde Park train station where FDR bid farewell to Great Britain's King George VI and Queen Elizabeth in 1939

The Lincolns leaving Franklin Roosevelt's Hyde Park, N.Y., estate intrigued a local named Brooke Anthony, who spontaneously decided to follow them to the Vanderbilt Carriage House where her interest earned her seat time in James and Anya Rentsch's 1956 Premiere convertible from Leesburg, Va.

and "came home" for his 1945 funeral.

Owen Clarke simultaneously staged a contest urging the Continental occupants to count the number of surviving 1763 mile markers (placed with a "clacker" odometer devised by Benjamin Franklin) along the original, pre-



This lovely 1957 Continental Mark II — a brand apart from Lincoln at the time — is owned by Edward & Pam Avedisian of Lexington, Mass. "This car belonged to my best friend Craig Watjen," Ed said. "We were teens growing up in Pawtucket, Rhode Island, together" who "got into Ford Model As together and Lincolns later. His brother Peter was a real Lincoln nut — he had 11 of 'em. When he passed, Craig had all of his brother's Lincolns restored, some on the West Coast, some on the East Coast like this one, which Craig he asked me to take before he passed."

The proportions of Dan Falco's 1941 Lincoln-Zephyr convertible (left) from Charlestown, R.I., contrasted distinctly with the adjacent 1941 Continental coupe and cabriolet respectively shown by Tony Russo and Franklynn Koehler.

1932 Albany Post Road portions of their route.

Friday offered the option of a bus tour taking meet attendees to the west entrance of the 1.28-mile Walkway Over the Hudson. The walkway dramatically transformed the 1889 Poughkeepsie-Highland railroad bridge into the world's longest elevated "linear park" in time for the 2009 Quadricentennial of Henry Hudson's 1609 exploration of the river 212 feet below. Landmarks seen from its north railing included the Hudson River Rowing Association Boathouse where Thursday's driving tour concluded, and the more-distant campus of the Culinary Institute of America where the meet's all-Lincoln car show and awards banquet later took place.

Next stop 15 miles south was the Motorcycle Museum in the City of Newburgh, which showcases 650 motorcycles. Memorabilia is also included in the museum with such artifacts as a model "chopper" skillfully made of paper and cardboard by an Elmira, N.Y., prison inmate and various posters for

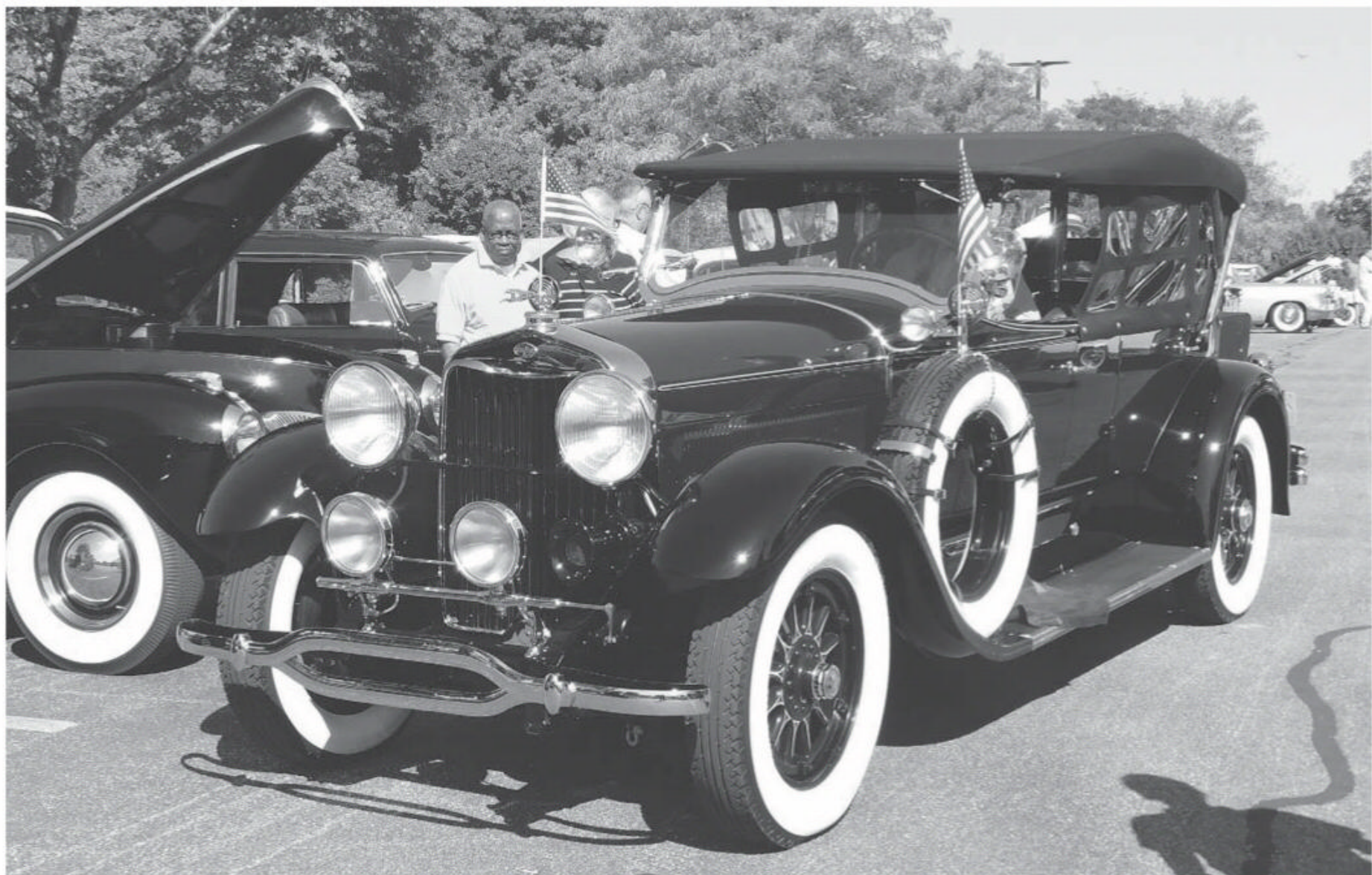


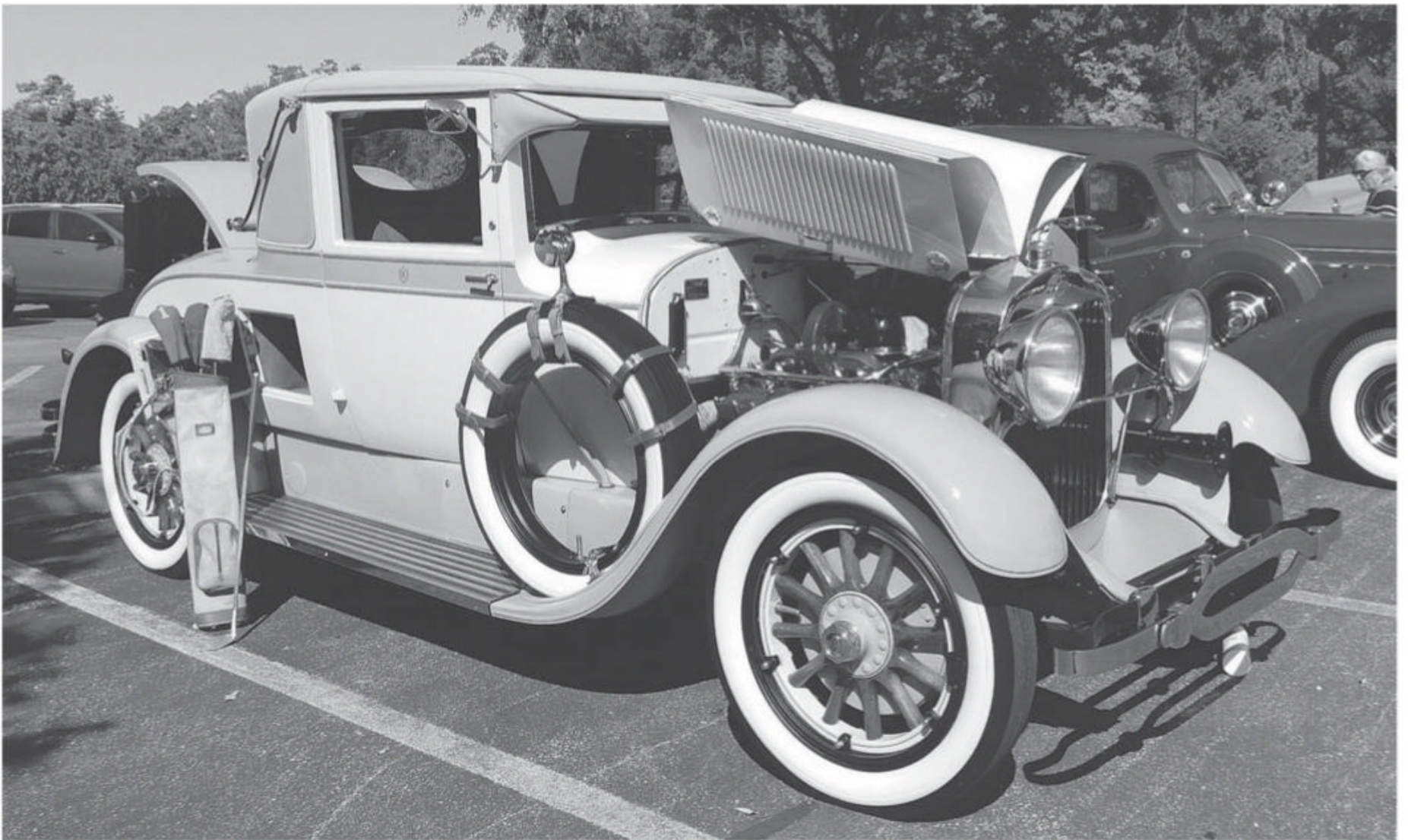
Roger Corman-produced biker flicks that taught future A-list directors Martin Scorsese, Francis Ford Coppola and James Cameron all about quick and cheap but exciting film making. The Aug. 16, 2019, passing of "Easy Rider" star Peter Fonda gave added cause to examine exact replicas of Captain America's chopper and Dennis Hopper's "Billy Bike." The museum's lower level also included the V-Twin 1913 Excelsior that Charles Lindbergh traded for his

first Curtiss "Jenny" biplane in 1923; it was later turned into a railroad track inspector's velocipede teaming metal wheels with a locomotive-sized headlamp. Sparta, N.J., LCOC member David Kraus was so impressed he declared, "I've never heard of this (place), but I have cycle friends who'd love to spend a day here."

Thanks to Poughkeepsie, N.Y., Mid-Atlantic Region LCOC member Joe Armstrong, Friday's dinner took place

This Locke-bodied 1929 Lincoln Model L Sport Phaeton caused quite a stir as a late-arriving, show day-only attraction that looked tailor-made for Chicago gangsters firing Tommy guns out its fully open body sides. Vaughan Lewis of upstate Marcy, N.Y., acquired it in 1971 from the niece of the original owner, a Wall Street investment banker named H. Wrigley Bullock.





In addition to serving as chief judge for the Lincoln & Continental Owners Club's 2019 Eastern National Meet, Tony Russo of Collegeville, Pa., claimed laurels for the oldest entered Lincoln with this 1927 Model L V-8 Opera Coupe bodied by Judkins of Amesbury, Mass. On show day, it was evocatively exhibited at the Culinary Institute's Hyde Park, N.Y., campus with a set of period-appropriate golf clubs.

at the otherwise private Pirate Canoe Club topping a bluff. This first-class venue — boasting a Commodore versus a President — also hosted an auction offering a 1921 Lincoln Motor Co. stock certificate well-bought for \$50 and a 1961 *Playboy* spread on the Continental this audience likely found more alluring than the centerfold. The Ford Motor Co. also generously donated a private tour of its Dearborn, Mich., archives (sold for \$550) and a guaranteed purchase spot for a 2020 Limited Edition Coach Door Continental stretched 8 in. by Cabot Coach Door of Haverhill, Mass. A successful bid of \$500 for the latter was a true bargain as the special edition car's

Brand Manager Katie Bolen said “less than 200” will likely be built. In 2019, 80 versions were built, and they sold out in 48 hours once they were commissioned to mark the Continental's 80th anniversary.

A Remarkable Show Day at the CIA

The LCOC's 2019 Eastern National Meet further stood out for being the first time vintage cars were ever displayed on the Culinary Institute of America's (CIA) Hyde Park, N.Y., campus. This spurred Owen Clarke to bill the Sept. 21 exhibit as an “event” and not just a car show. A big Continental Mark II turnout had been a top goal of his meet commit-

tee. The reason eight Continental Mark IIs — not nine — ultimately appeared beneath the turrets of Roth Hall (HQ of a Jesuit seminary before the CIA moved here in 1972) is that Allan Wilcox's 1956 from Milford, Conn., developed braking system trouble on Thursday's driving tour.

The quartet of 1940-'48 Continentals also seen in the CIA's parking lot posed intriguing proportional contrasts to the mechanically akin but taller — and rarer — 1941 Zephyr convertible shown by Rhode Island restorer Dan Falco. A more striking contrast was their flathead V-12s, which couldn't have been more different from the overhead-valve V-8s powering the “Road Race” generation 1954 Capris shown by Walt Blankenship and Dan Kilpatrick.



A top-hatted Marist college student admiring Lincolns at the Mills Mansion contemplates the Givenchy Edition 1985 Continental sedan Dick Nelson of Chicago purchased off a VW dealer's back lot with just 54,000 miles clocked since new. Though the 1980 Cadillac Seville and 1981 Chrysler Imperial beat Lincoln to market with a “bustle back,” the 1982-'87 Continental did throw in that faux spare tire hump at no extra charge!

Lincoln's dramatically fast and thorough transition from flathead V-12 cars lacking independent front suspension to state-of-the-art overhead valve V-8s and ball joints was chronicled by this side-by-side display of a 1946 Continental and a 1954 Capri. Bruce Anderson of Pleasant Valley, N.Y., owns the 1946 Continental coupe; Walter Blankenship of Farmington, Conn., is owner of the 1954 Capri convertible.

Paul Willson from Millsboro, Del., owner of a Spode Green 1940 Continental Cabriolet, declared "style is the deal" since "it's like a Pinto to drive" with only 110 horses under the hood. "It's a struggle to do 50 in it without overdrive, but it looks so good going down the road."

The Lincoln design break where unit-body construction was the only carryover was recalled by the side-by-side display of William White's flamboyant, angle-eyed 1959 Mark IV Hess & Eisenhardt limousine with Owen Clarke's simpler, slab-sided 1963 Continental convertible. (Wayne Sawyer's matching gray 1963 sedan from Maine faced them both across the aisle.)

Lincoln's last truly large cars from the following decade were equally well-represented. A black 1978 Continental Town Coupe ultimately earned Ron Ladley of Barto, Pa., the Elliston H. Bell Best of Show Trophy. The meet also welcomed a gold 1978 Diamond Jubilee Edition Mark V that had clocked just 502 miles since new, even after Paul E. Caruso and his 13-year-old son Paul R. Caruso drove it 200 miles from Bedford, Mass. A 1979 Williamsburg sedan found on Craigslist by 20-year-old LCOC event first-timer Frank L. Towles was driven from Mannsville, N.Y.

The all-Lincoln display attracted a number of vintage car owners who drove other makes a considerable distance to be spectators; their interest stressed how enthusiasm often matters more than brand boundaries in the old-car hobby. Having driven from Colonie, N.Y., in his low-mileage 1975 Cadillac Coupe de Ville, Ed Allmond remarked, "I like big cars and it seemed like a nice day for a ride in my Caddy — she'll go through the 20,000-mile mark tonight."

The Lincoln Motor Co. generously stepped in again to sponsor Saturday's pre-banquet cocktail reception in front of Roth Hall. There, a Chroma Crystal Blue, Cabot-stretched Coach Door Edition Continental used by tennis star Ser-



Lincoln & Continental Owners Club President John Talbourdet and his wife Jeanne have done many driving tours in this rose-colored 1937 Series K four-window sedan they've owned for two decades. "It reminds you of old time motoring in that it requires understanding and a feeling for the car," he says. Its "short" 136-inch wheelbase promises less work for the 414-cid V-12 versus the 145-inch chassis mostly used for limousines.



Paul E. Caruso and his 13-year-old son Paul R. Caruso showed this Diamond Jubilee Edition 1978 Continental Mark V, one of 5159 originally sold to celebrate the Ford Motor Co.'s 75th Anniversary. The car was displayed with 502 original miles and its MSRP sticker still posted in the driver's window. It had been driven 200 miles from Bedford, Mass., Paul E. promised, adding, "I've also got the matching Diamond Blue version with 35 original miles and plastic still on the seats at home." His son recalled that the Mark was an anniversary gift for a wife who died before delivery, and was put away by her grieving husband in an upstate New York warehouse where "it got caught for 40 years between floors because it was an inch too long and 500 pounds overweight for the elevator."

ena Williams to ride to the Met Gala was displayed. Two special Lincoln-themed "designer drinks" were served at the reception: the "Cosmopolitan" and the orange-hued "Mark II," which blended maple syrup and orange juice with whiskey, lemon and Cointreau liquor.

Owen Clarke's call for a "black tie optional" dinner made sense once everyone took their seats beneath the vaulted ceiling and stained glass windows recalling how Farquharson Hall was once the Jesuit seminary's chapel. Club President John Talbourdet re-

marked on how the gathering's "good cross-section of smiling faces" proved "the adage you join a club for the cars but you come back year after year to see your friends." Chief Judge Tony Russo commenced the meet-concluding trophy presentation by opining, "every car out there deserves to be recognized. This meet was like going to Heaven — look around you! Does it get any better than this? This week LCOC doesn't stand for Lincoln Continental but for Linda Clarke and Owen Clarke."

OC



Here's "Cadmad," your 2019 Ridler winner. After Steve Barton of Las Vegas passed away, his brother Craig saw the project to completion. Finished by Jordan Quintal and his son Jordan, Jr., of Super Rides by Jordan in Escondido, Calif., the sleek Eldo body's rear doors were excised, and a Pontiac Safari wagon roof was fitted. There's a tubular frame and a 632-cid Corvette V-8 developing over 1000 bhp.

West vs. Midwest

Detroit Autorama, GNRS continue to forge different paths in rod world

Editor's note: As the 2020 Detroit Autorama is upon us about the time you receive this issue (Feb. 28 to March 1), we present this look back on the 2019 event.

Say "The Ridler," and people who aren't in the hot rod and custom car community might think you're talking about a cartoon character. Knowledgeable hot rodders do understand the difference, however.

The Don Ridler Memorial Award is the highlight of the annual Detroit Autorama — a huge indoor show that dates back to 1953. "The Ridler," as it's known, is the Motor City hot rod extravaganza's premier prize. Any style of hot rod or custom rod is eligible to win it. The top finalists are grouped into the

"Great 8," and the ISCA judges take it from there. Interestingly, Ridler candidates can't have appeared first in any other show anywhere else. In contrast, only a roadster, defined as an American-built open vehicle (a pre-1938 two-door roadster or a four-door phaeton without roll-up windows) can win the America's Most Beautiful Roadster Award. Better known as the AMBR, or "Amber," it's presented annually at the Grand National Roadster Show (GNRS) in Pomona, Calif.

What do you do if you have a roadster and you want to compete in both shows? You must compete in Detroit first, but in reality, most of the Detroit entries are no longer roadsters.

These two huge hot rod shows are noticeably different from one another. Over the years, Detroit Ridler winners have usu-



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ally been coupes and even hot-rodded station wagons, while the Pomona AMBR winner must be a roadster. Both events encourage old-style, traditional and/or rat rods.

The Detroit Autorama is really two shows in one building. “Autorama Extreme,” better known as “The Basement” (the lower level where the first Autorama was held 67 years ago), is closely packed with primed, often-unfinished and sometimes pretty nasty-looking iron, although a few cars are painted. At Pomona, that type of car is displayed in Fairplex Building 10, affectionately called “The Suede Palace.” Both enormous events feature custom motorcycles, trucks and station wagons, although there are more woodies at the GNRS. In LA, where there’s an enthusiastic Latino population, lowriders are always popular. To my surprise, the 2019 Detroit Autorama had a special display of lowriders and it was large.

Another difference: Almost no one drives a rod or a custom to the Detroit Autorama in March. It’s freezing! But in January, daytime temps are in the seventies or warmer in Pomona, so the GNRS encourages hundreds of rod and custom owners to park outside the show halls, making for a sun-drenched “show within a show” that changes each day since many guys and gals bring different rides that aren’t entered in the actual event and the cars line the alleyways between the buildings. They pay for that parking privilege, by the way.

Another significant difference between the two competing shows is that, at Pomona, there are multiple buildings (wear comfortable shoes). In Detroit, the show is all in Cobo Hall with the finished cars upstairs, and the “rattier” rods in the basement. According to Bob Larivee, Sr., one of the founders of the Michigan Hot Rod Association (MHRA) and a major



The 2019 AMBR-award winning '36 Ford owned by George Poteet, designed by Eric Black and built by Pinkee's Rod Shop in Windsor, Colo., was on hand in Detroit during 2019. It was not eligible for the Ridler Award since it had previously been shown.



Marco Gomez, from Big Lake TX, brought his '41 Chevy coupe to compete in the “Cavalcade of Customs.” The chopped, slammed and skirted Gomez '41 had all the tricks — a '37-'38 LaSalle vertical grille, frenched headlamps, twin spotlights and Cadillac “Sombrero” hubcaps. You could swim in that deep green metallic paint.



Here's Bobby Hilton (left) with his trad Brookville steel Ford roadster body on '32 rails. Eric Black did the initial renderings. Bobby adds a 1.5-inch strip of steel all around the perimeter of the Model A body, giving the car the heft and presence of a '32 roadster. The car's gleaming Ardun V-8 OHV motor, with its eight-stack fuel injection system, was built by Tony Lombardi, Ross Racing Engines, Niles, Ohio.

proponent of the International Show Car Association (ISCA), the original Autorama show was in the basement. Over the years, as it gained in size and legitimacy, the Autorama expanded upstairs. The Basement took it full circle, and that happened a few years ago when the show organizers realized that the rat rod (or even better, traditional rod) crowd were much younger than contemporary rodders. Hoping to attract a more youthful audience, Autorama organizers invited traditional rods to The Basement a few years back, called the display “Autorama Extreme” and the results were terrific. So let’s start there.

Inside The Basement

In The Basement, I especially liked a ’32 Ford highboy roadster brought by Mike Machcinski from Grosse Isle, Mich. Faded paint and primer, a warmed-over flathead, a 25-louver hood, Kelsey wires and low-mounted Guide 682-c headlamps gave this car a very traditional appearance. It was the sort of car a typical California kid would have built on a budget in the ’50s.

I was also captivated by a well-weathered ’37 Ford coupe that was chopped to a fare-thee-well. I’m part of a team of veteran rodders and builders that gets to select cars in The Basement for hand-crafted awards that may be as coveted as the big “gold” trophies awarded upstairs, and this mean-looking coupe was my choice. The name on the show label was Sandra Chesterfield which intrigued me even more, because we need more ladies building and driving these cars. When it came time for the prize presentation, a gnarly dude showed up, claimed the trophy and said Sandra went home early. I hope she liked her award.

Another car that caught my eye was a ’32 Ford five-window coupe owned by a drag racing photographer “Big Al” Liebmann all the way from Kinnelon, N.J. With its distressed red paint (liberally laced with red oxide primer), unchopped roof and full set of fenders, this mildly reworked coupe reminded me of countless five-windows I saw growing up in Massachusetts. This coupe has had many engines over the years. The current mill is a 350-hp/327-cid Chevy small-block V-8 with three carbs, which was installed in 2004. The ’32 was originally owned by a physician from New Jersey who lived in Florida, and after traveling around the country, it’s finally back in the Garden State. Fancy that?

Hot rodding’s noted nonagenarian, Gene Winfield — fully recovered from his broken hip — was helping to chop a car while spectators gawked. Winfield hasn’t lost a step, and he also presented an award. Winfield was first featured on the cover of *Rod & Custom* in 1953 with a couple of his cars; that’s when I started buying the “little books.” He’s never stopped painting and customizing, and that’s the secret of his longevity. At Detroit, he set up “Gene Winfield’s Chop Shop” and proceeded to cut and weld merrily away. Gene’s an inspiration to everyone who likes rods and customs.

A Trip Upstairs

That barely scratches the surface of the many cars in the Autorama basement last year, but as you can imagine, the big guns were all upstairs. New for 2019, there was a large display of lowriders. You tend to think these brightly painted (mostly) “Chebbies” are an East LA/West Coast phenomenon, but there were some impressive cars on hand, and the tags mostly indicated Michigan origins.

On the full-custom side, Marco Gomez, from Big Lake, Texas, brought his lovely ’41 Chevy coupe to compete in the “Cavalcade of Customs.” Remember that customizing began in earnest before World War II, flourished until the 1960s, languished for a few years and then, when “American Graffiti” jump-started a resurgence in rodding and customizing, back came tastefully restyled old cars with a vengeance. And there’s no sign of stopping. As if to prove that point, the chopped, slammed and skirted Gomez ’41 had all the tricks — a ’37-’38 LaSalle vertical grille, frenched headlamps, twin spotlights and “Sombbrero” hubcaps. This car could have been done in the mid-20th century, and if it had appeared then, it would have been a feature car. Gomez understood the primary rule of customizing: carefully craft the car to look expensive and sleek with no unnecessary add-ons just for the sake of scoring show points.

Fresh from its appearance in Pomona and a win at the Sacramento Autorama, Bobby Hilton’s Brookville steel 1930-’31 Ford roadster body on ’32 rails was a definite crowd pleaser. Eric Black did the initial renderings. Bobby likes to perform what he calls an “anti-section” — he adds a 1.5-inch strip of steel all around the perimeter of the Model A body, giving the car the heft and presence of a ’32 roadster.

“This car just wants to be a Deuce,” Bobby says. The car’s gleaming Ardun V-8 overhead-valve motor, with its eight-stack fuel injection system by Tony Lombardi of Ross Racing Engines in Niles, Ohio, was open for all to see. I’ve heard that baby run and it just crackles with power.

Phil and Debbie Becker brought one of my favorite cars in the show, a ’32 Ford with a rare Victoria body. “Vickys” are slightly smaller, very stylish ’30s Ford sedans. And the Becker’s un-chopped Deuce with full fenders — resplendent in a shade that was close to Ford’s ’40s Gull Gray color — had an eight-stack Borla fuel injection system on a small-block V-8. The Vicky Deuce also wore fashionable black wire wheels, a 25-louver hood, a Steve Moal-built low-slung chassis and a license plate to die for.... If really traditional-style hot rods could win these days at Detroit, this was my favorite.

This brings up my pet gripe: ISCA rules specify that the cars must be shown with the hood, one door and (if applicable) the trunk open — so any thought of a clean photograph is simply wishful thinking. And this car was displayed on risers, so there was no way anyone could see its actual stance, ride height and overall road presence.



Phil and Debbie Becker’s ’32 Ford sported a rare Victoria body. ’30s Ford “Vickys” are stylish two-doors with a slightly smaller passenger compartment compared to the Ford Tudor two-door sedan.

And the winner is...

That said, the Ridler winner was, in a word, spectacular. Ken Fenical, aka “Posies,” says irreverently, “Anyone can restore a car, but it takes a real man to cut one up.” This was a good (or bad, depending on your perspective) example. Cadillac and Pinin Farina built just 99 units of the sleek Eldorado Brougham four-door hardtop in 1959. At \$13,075, it was the most expensive American car. “Cadmad” (an amalgam of CADillac and No-MAD), was a heavily customized 1959 Eldorado Brougham begun by Steve Barton of Las Vegas. When he passed away, his brother Craig saw the project through to completion. The work was finished by Jordan Quintal and his son Jordan, Jr., of Super Rides by Jordan in Escondido, Calif. The Eldo body’s rear doors were excised and the rare Brougham was complemented with a roof from a Pontiac Safari wagon. There’s a tubular frame underneath and underneath the hood is a massive 632-cid Corvette big-block V-8 with twin turbochargers developing more than 1000 bhp.

But is it a hot rod?

Certainly it’s not a hot rod in the traditional hoodless ’30s-era roadster sense of the term. In recent years, Ridler winners have ranged from a Nash Rambler wagon with a Ferrari V-12, to out-of-the-box ultra-resto-mod Camaros, a ’57 Chevy (the previous year) and a few ’36 Fords such as Ross Myers’ “First Love” three-window by Troy Trepanier. Only the occasional ’32 Ford takes the trophy, such as Doug Cooper’s Ford B400 “Deucenberg” built by Alan Johnson.

What can we infer from this?

I think it’s all about the rules. In Pomona, the AMBR Award encourages prewar Ford roadsters, and Fords from the early-to-mid-30s are prime material. The Ridler, on the other hand, seems to attract larger-scale cars and varying body types. Many of the same builders compete at both venues — Bobby Alloway, Troy Trepanier, Chip Foose, etc. Case in point: The 2019 AMBR-award winning ’36 Ford — owned by George Poteet, designed by Eric Black and built by Pinkee’s Rod Shop in Windsor, Colo. — was on hand in Detroit during 2019 (but not eligible for the Ridler). While I am reluctant to admit it, the scale, size and complexity of the winning CadMad at Cobo Hall was a couple of notches above the AMBR-winning ’36. But we really don’t have to compare the AMBR and Ridler contenders; the rules are different and that encourages different types of car.

My solution? If you can, attend both shows. See you there this year.

The Detroit Autorama will be held Feb. 28 to March 1. Learn more at autorama.com.

OC



Call 'em trad rods, rat rods or whatever, I was captivated by a well-weathered '37 Ford coupe that was chopped to a fare-thee-well. Sandra Chesterfield owns it and that intrigued me, because we need more ladies building and driving these cars.



Lee Packer, from Litchfield, Mich., brought this super-sano '36 Ford three-window. Chopped very nicely with a narrowed grille and teardrop skirts, it's as nice as they come.



Tom Daniel designed it and Chuck Miller built the notorious “Red Baron” showcar for Bob Larrivee, Sr., in 1969. This is an exact copy of that car, and Chuck was on hand to sign autographs and copies of his book, written by the late (and sadly missed), Tony Swan.

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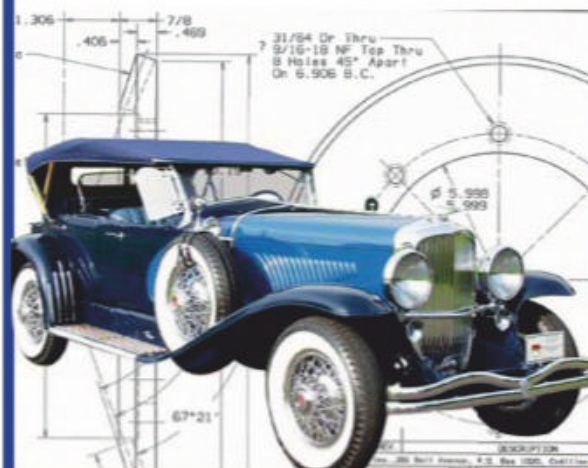
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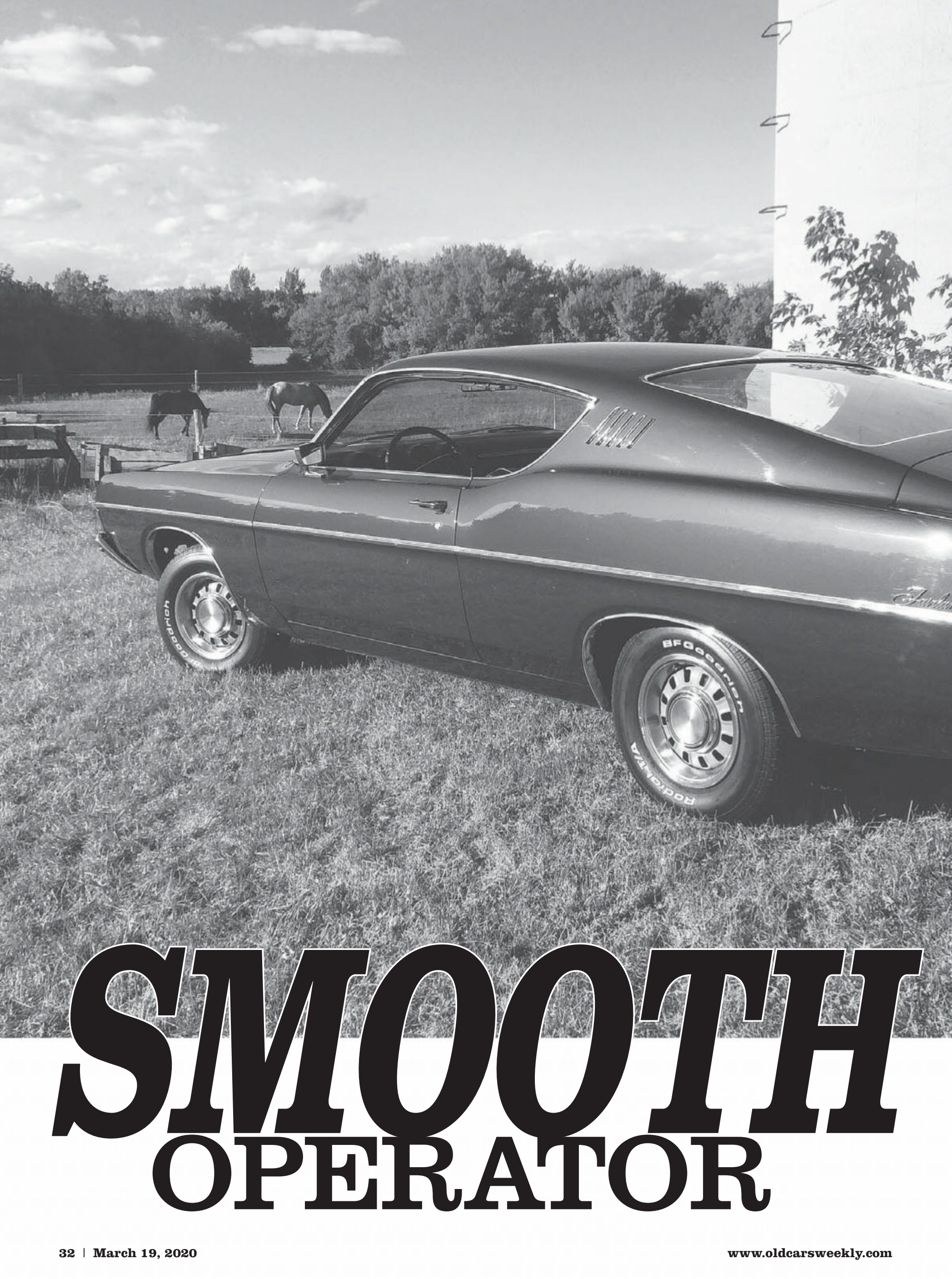
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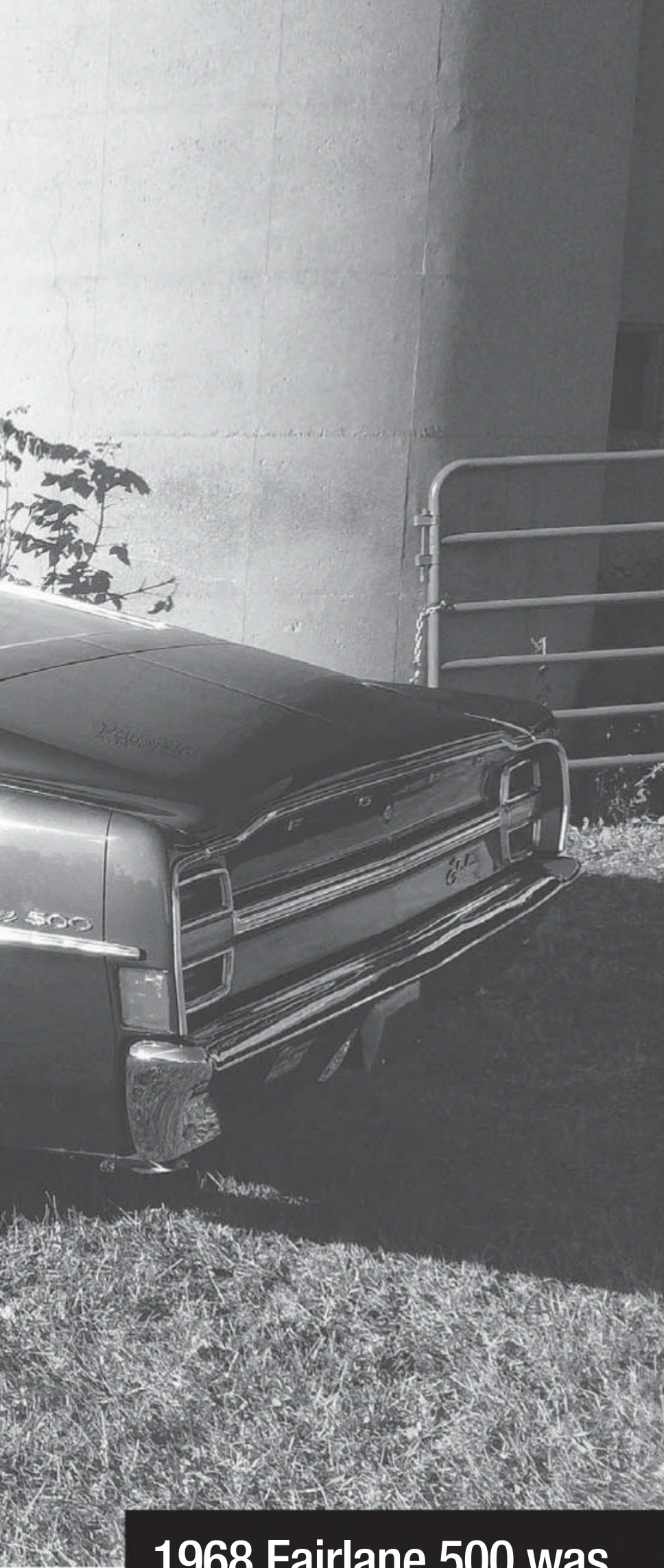
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SMOOTH OPERATOR



**1968 Fairlane 500 was
the best of many worlds
— a handsome midsize
with class and plenty
of options to go fast**

■ By Brian Earnest

Nostalgia can show up in all sorts of shapes, sizes and colors. For Rob Lewis, of Appleton, Wis., it's big, loud and wears Highland Green.

In a nutshell, his 1968 Ford Fairlane 500 fastback is pretty much everything Lewis was hoping for when he went looking for a fixer-upper hobby car a few years back. He was looking for something that took him back down Memory Lane to his high school days. He also wanted something a little unique that a lot of other guys didn't already have in their garages.

"I had a '69 Fairlane back in high school and I was looking for a similar car. That one was actually a notchback, and I couldn't find a good example of that," recalls Lewis. "Then I ran across this one on eBay and called the guy a couple times. The car was in Minneapolis. The guy had bought it in Arizona and brought it back to Minnesota ... So I flew over there and drove it back. I had asked the guy if it could make it back six hours on the trip home from Minneapolis and he said, 'Yeah, I think so.' I just drove it home.

"It's a real throwback when I drive it around. Other people get more excited than I do when I pull up to a gas station [laughs]. 'Wow, I haven't seen one of those in so long ... 'My brother had one,' or 'I had one of those in high school.' There are a lot of people out there who remember them, but there's not many around. And I really wanted something different. When you go to a car show, everybody has a Mustang ... but when you go to a big show with this, there might only be one or two. Not many people have them."

FAREWELL TO THE FAIRLANE

The Fairlane became a fixture of the Ford lineup right upon its introduction for the 1955 model year, but by 1968, the end was in sight. Ford tabbed the now-midsize Fairlane and Fairlane 500 models to get major restylings for the '68 model year, but the move didn't do a lot for the nameplate's longevity. By 1971 Ford moved on with a renewed emphasis on smaller models such as the Pinto and Maverick.

The 1968 Fairlanes were certainly among the best-looking to date, with a full-width grille and horizontally mounted quad headlamps. On the sides was a single horizontal feature line running from stem to stern. The two stacked taillamps were rectangular units with a centrally located backup lamp. Ford lettering was stretched across the trunk lid.

The Fairlane was Ford's base trim level for 1968 midsize models and included a 200-cid/115-hp six-cylinder or a 302-cid/210-hp V-8. They also came with chrome windshield moldings, chrome rear window moldings, chrome rain gutter trim, chrome horn right, front and rear armrests, a cigarette lighter and vinyl-covered rubber floor mats.

The Fairlane 500 was the middle trim level for '68, one notch below the Torino, and featured special 500 trim and moldings, color-keyed carpeting and a choice of four nylon and vinyl upholstery. There was also an aluminum dividing bar on the tail end of the trunk lid, and a horizontal dividing bar in the middle of the grille. The "Fairlane 500" script appeared on the rear fender, ahead of the tail lamps.

The Fairlane 500 grew in 1968 to 201 inches in overall length, although it remained on a 116-inch wheelbase. The menu included a two-door hardtop, two-door fastback, four-door sedan, station wagon and convertible. Pricing ranged from as low as

\$2,543 for a six-cylinder four-door sedan up to \$3,020 for a 302-powered convertible. For those wanting a brisker ride, engine options included a 390, 427 and 428 Cobra-Jet and Super-Cobra-Jet later in the production run.

With a 302 onboard, the Fairlane 500s were fairly modest performers, perhaps looking a little quicker than they were. Top speed on the 302 models was measured at about 116 mph with an 8.6-second 0-to-60 mph time.

A SOLID SURVIVOR

Lewis says his car wasn't exactly a pristine beauty queen when he tracked it down in Minnesota in 2012, but it had one important quality going for it: It was rust-free. On top of that, it was a four-speed, which made it a perfect candidate for a restoration.

"When I bought it, it had probably 60 percent original paint on it," he says. "It didn't look too bad, and it didn't have any rust at all. It was bought new in Colorado and had been in Arizona most of its time, as far as I could tell. It had an Arizona title. But it needed work. It was faded and dirty under the hood and just generally neglected.

"I went through everything on the mechanical side: new filters, gas line, brake lines, fluids. I gradually went through everything. Of course, it needed new tires. The tires on it were 15 years old, that's why it was a little nerve-racking driving it back [from Minneapolis]."

Lewis started restoring the car's interior right away during the first winter he had the car, installing new upholstery and carpeting and sprucing up the dash. He turned to Geiger Auto Body in Neenah, Wis., to take care of the paint, bodywork and glass. The engine rebuild that followed was handled by Tiry's Race Engines of Ripon, Wis.

"It came with an old parts store 302 and I was going to redo that even though it wasn't original, but the engine was already .60 over," Lewis noted. "The engine shop actually supplied a new engine. I think the only thing original is the crank [laughs]. It's not a new block, it's a different used block. It's .40 over now so it's a 308 with all new internal



You could get a big-block in your Fairlane 500, but his one has a 302 bored .60 over and equipped with a few other upgrades. Inside are split lowback front seats with black vinyl upholstery.





The redesigned 1969 Fairlane 500s were available in five body styles, including the fastback coupe. Also on the menu was a notchback coupe, convertible, four-door sedan and station wagon. After spending much of its life in Arizona, Rob Lewis' car was almost void of rust before he started restoring it. Geiger Auto Body in Neenah, Wis., did the paint and body work for him.

parts: pistons, push rods, lifters. They ported and polished the heads. It's got an aftermarket intake, which was on it when I bought it, and I put a new carb on it and new electronic ignition system. It's got a Flowmaster exhaust on it, which sounds pretty healthy. I actually have a lot of people ask if it's a big-block, but no, it's only a little 302! I told the engine shop that I don't care if it has 600 hp, but I want it to sound like it does!"

The Ford still has its original four-speed transmission, brakes and rear axle "as far as I can tell," Lewis said. His research showed that the car was special ordered by Goodro Ford, a dealership in Denver. It arrived wearing distinctive Highland Green, and Lewis said he has never really considered changing the color. "I like that color. It was actually a '68 color and the same color as the 'Bullitt' Mustang. I liked it and wanted to keep it like it was originally."

Lewis knew it would take several years to get his Fairlane 500 restored to his own expectations, and also knew he'd need plenty of help along the way. He decided in the beginning to log all his experiences with the car on a blog (www.fairlane-guy68.wordpress.com), which he says has helped him feel more connected to like-minded enthusiasts and Fairlane fans around the country.

"You start working on it and you sort of forget things, so I started a blog and kind of kept it up over the years," he says. "One of the previous owners of the car found my blog and sent



me some pictures of the car when he owned it in the '90s. That was pretty cool. I've had a lot of interesting contacts from my little blog. I get a lot of questions. One of my most frequently viewed blogs is about how to take the dash apart. Apparently, a lot of people have trouble taking that dash apart."

For the most part, Lewis says he is done tinkering with the looks and drive train on the car. He's turned the car into exactly what he was hoping for — a great-looking driver that gets him anywhere he wants to go in style.

"About the only thing I've done to it recently is I bought some 15-inch reproduction wheels. The originals were 14s, but these look like the wheels that came on it," he says.

"I drive it a lot. It had about 140,000 miles on it when I bought it. Of course, it's been completely gone through, but it's probably got about 165,000 on it now. I wanted something that was drivable and not sit in the garage and look at it. I wanted to take it out the road and drive it, and I do. I drive it about 7,000 miles a year."

OC

Russo and Steele keeps bringing excitement, variety

Phil Skinner and Kimberly Knapman reporting

SCOTTSDALE, Ariz. — For Drew Alcazar and his partner and wife, Josephine, the road to auction success has not always been easy or smooth. As rough as the path has sometimes been for Drew — a driven entrepreneur, a bit of a show-man and, underneath it all, a hard-core motor head — he keeps a smile on his face and treats his customers to an auction experience like nothing else in the industry. Over the weekend of Jan. 16-19, Russo and Steele returned to its location in North Scottsdale, the location they conducted their first sale back in 2001.

For 2020, according the auction company and independent sources, at total of 513 lots crossed the block with 281 of those vehicles reported sold for a rounded off total of \$10.7 million, which is off about 10% from 2019 totals and 35% from the company's 2018 sale. This may have been in part due to a drop in the number of consignments — 621 last year and 646 two years ago. This drop is no doubt due to the heavy competition for consignments from the other seven auction houses conducting sales in the Valley of the Sun.

However, the atmosphere at Russo and Steele remained electric with the auctioneer and announcer high above the block. Alcazar acted as ring master on the ground, often working directly with the consignor. And when the reserve was met or lifted, the announcement of the “The reserve has been lifted!” rang out. That declaration was heard more than 250 times this year, with another 30-plus cars being sold in post-block activity. It all gives Russo and Steele the old-time auction excitement that adrenaline junkies crave.

One of the highlights of Russo and Steele sales is the wide variety of vehicles that are consigned to each of its sales, and this year was no exception. Following is a group of selected vehicles that caught our eyes during the 2020 Scottsdale Russo and Steele sale.

1986 Autobianchi-Abarth A112 8th Series hatchback

Black w/red graphics, black fabric racing seats. 1049cc/70-hp/4-cyl/5-speed manual transmission. Blaupunkt AM-FM-CD upgrade, heater-defroster, gauge package with tachometer. Odometer: 19,372 KM. Non-USA version



(recent Euro import) showing some wear and tear. Paint had lost a bit of its luster. Interior was clean, functional but not in the Ferrari league. History not known but it appeared to be a factory performance version in need of some TLC. CONDITION #3. **Sold at \$8,750 plus premium.** For a bit of fun driving, this little guy could be a great learning tool and for not a whole lot of money. Based on a Fiat chassis, most everything needed to keep this car running is available. Check with local authorities regarding emissions status. Titled as a Fiat. Decent buy.

1947 Bentley Mark IV 4-dr Park Ward sedan



Light beige with brown highlights and wheels, brown leather bench seats. 4257cc/125-hp, inline six-cylinder, 3-speed manual transmission, right-hand drive. Original heater and factory clock in beautiful finished-wood dashboard, updated AM-FM radio. Odometer: 19,708 mi. Sporting a cosmetic restoration about 30 years old, but still presentable. Dash plaque from a 1991 concours. Minor stress cracks were seen in several flex areas such as A-pillars and door hinge area. CONDITION #3. **Sold at \$42,000 plus premium.** Offered at no reserve. These are great entry-level choices for a British luxury car fan. This was most likely last used in wedding escort service. A bit of class for the general public, but for the hard-core collector, this is the Sunday go-to-church and lunch car. Price was well within line for this particular model. Might have brought 10% more with the steering wheel on other side of the dashboard.

1957 BMW Isetta 300 1-dr sunroof coupe



Red, gray vinyl seat, gray fabric sunroof cover. 298cc/13-hp/1-cyl/4-speed manual transmission. Odometer: 32,353 mi. Recent restoration with excellent fit and finish on the front door. Glass and windows were exceptionally clear and the seat had been recovered in material very similar to factory. Little tires were nearly new, and wheels were properly painted and with the proper hubcaps. **CONDITION #1. Sold at \$29,000 plus premium.** There were a number of these micro-cars being offered across the Valley this weekend, but this one at Russo and Steele was among the nicest examples we found. Doors are often ill fitting, but these were perfectly aligned in this case. As with a lot of segments in the hobby, prices have softened, so this is pretty close to current market conditions.

1957 Buick Super 2-dr convertible



Biscay Blue over Dresden Blue, dark blue soft top, blue vinyl bench seats. 364-cid/300-hp “nailhead” V-8/Dynaflow automatic. Factory radio, heater and Sonomatic AM radio. Power steering, brakes, windows and top. Odometer: 45,803 mi. Restored several years back, body panels were smooth with even gaps, glass was good all around. Some minor pitting on chrome trim, but big pieces such as grille and bumpers looked close to new. Dark blue wheels with full wheel covers and fresh wide whitewall tires. **CONDITION #2. Sold at \$52,500 plus premium.** Big convertibles from the late 1950s have seen a major decline in values as that generation is passing and younger collectors haven’t caught the bug. A few years ago, this would have been \$85-90k. A good buy for the day.

1962 Chevrolet Impala SS 2-dr convertible

Light yellow, light yellow vinyl bucket seats, tan Haartz cloth top. NOM 350-cid/V-8/700R4 automatic transmission. Add-on A/C, modern stereo, digital dash and instruments, fender skirts and chrome wire wheels. Odometer unable to be read. Professional-looking build, but the panels showed some work had been done to them and the deck lid alignment was in need of adjusting. **CONDITION #2. Sold at \$38,000 plus premium.** Arizona is Chevrolet territory and this model is right in the sights of collectors. The price paid was probably



a little bit softer than the seller would have liked, but it was offered at no reserve and was in the market on this evening.

1968 Chevrolet Chevelle SS 2-dr hardtop



Matador Red with white stripes, black vinyl top, black vinyl bucket seats. 396-cid/325-hp V-8/4-speed manual transmission. Factory SS wheels with fresh Goodyear Eagle rubber, upgraded AM-FM in the dash, heater-defroster, gauge package with clock. Odometer: 99,995 mi. This was a fresh restoration; the paint still smelled like it was curing. Stripes laid out well, deck lid was a bit high, most likely due to new rubbers. Car was lined up well and top looked sharp. Engine bay and undersides needed a little help, but an excellent 15-footer and still a potent machine. **CONDITION #2. Sold at \$24,000 plus premium,** offered at no reserve. This final bid was probably still shy of the seller’s investment. The new owner can drive and enjoy or, in the right light, sell for a tidy little profit. A lot of cars in the week were sold in a buyer’s market.

1957 Ford Thunderbird 2-dr convertible

Dusk Rose, white vinyl seat, black soft top with lift-off hard-top. 312-cid/245-hp Thunderbird V-8, Ford-O-Matic automatic transmission. Signal-Seeking AM radio, heater-defroster, clock, tach, power steering, brakes, Turbine wheel-covers with wide whitewalls. Odometer: 80,629 mi. Private seller that had owned the car for about 14 years, bought it for late wife, time to sell. Not a hard-core enthusiast, but has kept the car in good shape. Paint showing a little age and bit of patina on chrome. Engine started easily but a bit of blue



smoke on start-up, which is typical for some of these Y-block engines. **CONDITION #2. Sold at \$42,500 plus premium.** Offered at no reserve, seller did reveal he had bought it another Scottsdale sale back in 2006 for a bid of \$85,000. This shows where the market is kind of sitting today, but chances are this was bought by a dealer and will probably have a \$65K price tag put on it.

1969 Ford Mustang Mach 1 2-dr fastback hardtop



Dark Brown metallic, black vinyl bucket seats, factory R-Code 429-cid/335-hp Cobra-Jet V-8 with FMX automatic transmission. Factory heater, clock, upgraded AM-FM stereo. Odometer: 67,572 miles. Had proper stripes and blacked-out hood plus engine fender badges. Riding on a nice set of Magnum 500 wheels with BFG T/A Radials. Decent paint, but data plate showed color was Black Jade from the factory. Probably had a story to tell; DSO code 33 indicated it was sold new in Detroit area. **CONDITION #3. Sold at \$41,000 plus premium.** An excellent driver-quality car, looked good at 20 feet in poor lighting. Mustangs are holding their values, especially when this appears to have been the real deal. Seller lifted the reserve and hammer fell shortly after. Still a fair offer and good deal.

1976 Ford F100 Ranger XLT 2-dr 1/2-ton pickup

Wimbledon White, brown fabric seats. 351-cid/154-hp V-8, 4-spd floor shift, factory AM radio, A/C, diamond-plate bed edging. Odometer: 131,980 mi. Offered by original own-



er who told us he was hoping to get at least \$7,500. **CONDITION #3. Sold at \$9,500 plus premium.** Pickup trucks are really hot. A similar-condition truck at one of the boutique sales brought closer to \$15,000, and neither had a bow-tie on the grille. Very well sold.

1995 Ford Mustang GT 2-dr coupe



Dark Red w/Saleen graphics, black leather bucket seats. 5.0L/215-hp V-8, automatic. Factory premium package with AM-FM-cassette, A/C, disc brakes, power steering. Odometer: 40,229 mi. Appeared to be unmolested, but did show a little bit of wear and a patina of light usage. Graphics were added, but not the performance upgrades. **CONDITION #3. Sold at \$7,000 plus premium.** It's hard to believe this is now a 25-year-old car and qualified as a collector car in many states, but the values for this generation of Mustang are still waiting for the ship to come in. For now, this car did all it could do.

1965 Lincoln Continental 4-dr convertible sedan

Arctic White, dark burgundy leather bench seats, burgundy fabric soft top. 430-cid/345-hp V-8, automatic. Power front disc brakes, steering, windows, seat, top operation and antenna. Factory AM-FM, A/C, locks and usual amenities. Reportedly owned by Lady Gaga. Only the interior and top had been altered from factory specs. Started easy and drove quietly. Some lightly pitted chrome and a couple of small chips, but was clean and well presented. **CONDITION #2.**



Sold at \$53,000 plus premium. The interest in these slab-sided Lincolns is probably at an all-time high. Take away the celebrity status, this winning bid was just about what the car was worth.

1982 Mercedes-Benz 240D 4-dr sedan



Arctic White, tan leather seats, sunroof. 2.4L/62-hp diesel 4-cyl., automatic. Power steering, front disc brakes, windows and driver's seat. Factory Becker AM-FM-Cassette, A/C, steel wheels with color-matching wheelcovers. Odometer: 183,681 mi. This Mercedes has been ridden hard and was put away very wet. Car just had appearance of being tired. Hood and deck lid alignment needed, weatherstripping all around was showing 35-plus years of being left outside, but it started, and ran, and rattled. **CONDITION #4. Sold at \$2,500 plus premium.** Offered at no reserve. Seller had to know this car was not going to be ringing any bells. A new owner could drive this for six months to a year, then send it away with no guilt or bad feelings.

1948 Oldsmobile '88' Deluxe 4-dr woodie station wagon

Tan with ash and mahogany wood construction, burgundy and tan leatherette seats. 257-cid/110-hp 8-cyl., automatic transmission. Factory radio, heater-defroster, clock. Odometer: 2,224 mi. Sheet metal work was very good, and the chrome wasn't cheaply replated. A lot of the current woodwork had rather crude cuts and forms; seller claimed that it was computer generated using a CAD program on originals. Appeared to not have any heat-treated wood, just kind carved out of stock quality lumber. **CONDITION #2. Sold at \$33,000 plus premium.** As with many segments, woodies



have taken a pretty good hit, but if the wood had been presented in a better light, this car was worth perhaps twice this much. Still a nice driver for not a lot of money. Enjoy, load the surf boards and then search for the magic wave.

1970 Plymouth Superbird 2-dr hardtop



Lemon Twist Yellow with black vinyl top, black vinyl bucket seats. Factory V-Code 440-cid/390-hp, 3x2-bbl V-8 engine, four-speed transmission with Hurst Pistol-Grip shifter. Fitted with Road Rally wheels on a set of BFG raised-white letter radial tires, factory AM radio, heater and dash clock/tach. Odometer: 80,248 mi. Appeared to have been given a rather thorough restoration a few years back. Body panels were solid, some sign of work in rear quarters, typical ill-fitting hood and front components. **CONDITION #2. Sold at \$200,000 plus premium.** Muscle cars are still soft, but this is closer to reality, which those at Russo are keenly aware of. The seller was convinced to take this money and run. We are willing to bet they got a loss on their total investment. This was a quite desirable model with the right numbers. A good buy for the car offered, but not a steal.

1978 Plymouth Trail-Duster 'Top Hand' 2-dr 4x4 SUV

Blaze Yellow with graphics, burgundy with saddle brown vinyl bucket seats. 440-cid/220-hp V-8, automatic transmission. Power steering, front disc brakes, factory A/C, AM-FM radio, Cibie running lights, grille guard, custom alloy wheels. This was a rather spectacular presentation of a rather rare package (1 of 202 produced), mostly likely one of very few left. Better than show-room condition. **CONDITION #1. Sold at \$42,000 plus premium.** Among the sporty 4x4s



from the 1970s, Dodge trails Bronco, Scout and Blazer. This was a strong price for a MoPar 4x4, but probably still thousands short of restoration cost.

1967 Pontiac GTO 2-dr hardtop



Montego Cream with black vinyl top, red vinyl bucket seats. 400-cid/330-hp V-8, automatic transmission with Hurst His & Hers shifter. Rally II wheels with redline tires, factory AM radio, heater-defroster, clock, hood-mounted tachometer, add-on gauges below dash. Odometer: 55,365 mi. Older cosmetics with deck lid alignment needed, sporting a few chips on the edge. The rest of car was well presented in an eye-pleasing color. While the hood tach's first appearance was 1967, no PHS docs show if it came with this car. Engine started easily and exhaust sounded pure at idle. **CONDITION #2. Sold at \$28,500 plus premium.** Muscle cars are still soft and some of the more commonly found examples not in prime condition are very soft. Judging by similar examples seen at other sales, this is close to the market. Enjoy the zoom-zoom.

1974 Pontiac Firebird Formula 400 2-dr hardtop

Denver Gold w/stripes, brown vinyl bucket seats, 400-cid/250-hp V-8, automatic transmission. Power steering, disc brakes, factory A/C, Ram-Air scoops, Rally II wheels and BFG radials, after-market Pioneer stereo w/8-track. PHS documents verified car's birth, but were not displayed with the car. Body work was a little "iffy" with some waves in the rear quarters. Needed a deep detailing under hood and chassis. **CONDITION #3. Sold at \$13,000 plus premium.**



Offered at no reserved. Price was kind of light considering the hot market performance Firebirds are enjoying. We liked the car and felt detailing might have produced better results.

1958 Toyopet Crown RS-20 4-dr sedan



White w/1958 Australian Mobilgas run graphics, tan vinyl and fabric bench seats. 1485cc/60-hp 4-cyl, 3-speed manual transmission. Heater and left-hand drive. Odometer: 41,984 miles. Bare bones and very economical cosmetics. Under the hood looked a little scary; undersides looked to have been patched up. Tinny body when new, doors fit but not sure how well they would stay closed if one hit a bump in the road. Paint was decent with some pitting on die-cast chrome and patina finish for the bumpers. A complete car. **CONDITION #3. Sold at \$15,000 plus premium.** This was probably like a gift from above for this car, but early Japanese vehicles anywhere near this shape are hard to find and with growing interest in this segment, this was a strong price in our opinion. A stellar example might have brought 3-4 times this money. Well sold.

1965 Rambler Marlin 2-dr fastback hardtop

Antigua Red with Classic Black, black vinyl bucket seats. 327-cid/270-hp V-8, automatic transmission. Factory AM radio, heater-defroster, clock, spinner wheelcovers, blackwall tires. Odometer: 48,777 mi. Had a look of a quickie cos-



metic re-do. Under hood matched the rest of the car, dealer-detailing with a few rattle-cans, undersides really needed a complete do-over. Looking at the pedals, the miles might have been on the first trip around, but who knows and the seller wasn't promoting low miles. **CONDITION #3. Sold at \$8,000 plus premium.** For a driver, this was decent buy. If someone is looking for a strong return, some investment of time and elbow grease would be highly recommended. Well bought, nice find.

1969 Triumph Spitfire Mark II 2-dr convertible



Jasmine Yellow, aluminum racing seats w/o padding, black soft top. Chevrolet 1.4L/52-hp 4-cyl, 4-spd. Full assortment of gauges; set up for racing. Odometer: 85,019 mi. No sign of body rust-out or major track damage. Replacement engine was about as good as the original, professional installation with upgraded brakes and beefed-up suspension. Body wasn't perfect, but at 80 mph on the back straight-away, who cares? **CONDITION #4. Sold at \$3,500 plus premium.** This was a sports car that anyone could afford; bidding wasn't the hottest and we think the owner might have been disappointed with this result. When you sell at no reserve, you just have to roll the dice and go with the results. Well bought.

1966 Volkswagen Beetle 2-dr coupe

Sea Blue, beige-white vinyl bucket seats, sunroof. 1285cc/50-hp H4, four-speed. Sapphire AM push-button



radio, factory heater. Odometer: 177 mi. Seller said this car had 100,00 mi., but the restoration looked fresh and was properly done with the exception of the wheels being done in a baby blue. Body was tight; with the windows up, hard to close doors just like the factory made it. Engine started right up and had that sweet VW tweet. Clean chrome, glass, no signs of road damage. **CONDITION #1. Sold at \$32,000 plus premium.** There were a number of early VWs sold during the week and some of them did surprisingly well. There were no bargains for nicely presented examples and this was one of the better ones we saw. A confident seller put it in a no reserve. This was well sold based on others seen during auction week.

1973 Volkswagen Type 18 Thing 4-dr phaeton



Dark Blue, dark gray vinyl seats, gray vinyl soft top w/ side curtains. After-market AM-FM CD in the dash, no sign of heater. Appeared to have been brought to this condition in the early 2000s; paint was showing some age, but economical soft trim still looked rather fresh. Decent driver, but not a show piece by any stretch. **CONDITION #3. Sold at \$12,500 plus premium.** The bright lights and frenzied auction crew's action managed to get every dollar possible for this ride. The magic of Russo and Steele.

OC

Super Car Cylinder War

St. Louis display showcases rise and fall of cylinder count



Judy, a St. Louisan, sat in a 1903 Dyke at the recent St. Louis Auto Show. The car was made and sold new by her grandfather, A.L. Dyke. Below: A performer in its own right with a powerful four-cylinder engine was this 1922 Mercer runabout.

■ Story and photos by Gerald Perschbacher, LL.D.

A display of collector cars with powerplants ranging from 1 to 16 cylinders drew the attention of thousands of visitors to the late-January auto show in St. Louis, Mo. The event, hosted by the St. Louis Auto Dealers Association, showcased new cars and special attractions. Among those attractions was the multi-cylinder exhibit, courtesy of the Horseless Carriage Club of Missouri, Inc.

Eldest in the exhibit was a 1903 Dyke that sold new for \$630. Its single-cylinder engine carried a displacement of 129.9 cubic inches and had been made in kit form by A.L. Dyke, the St. Louis automotive pioneer who has been credited as the initial innovator of the automobile parts business. The car carrying a V-16 engine was a 1931 Marmon Sixteen convertible sedan with custom body by LeBaron. It's displacement was a whopping 490 cubic inches with hardened steel cylinders, making it practically wear-proof.

A 1922 Mercer Series 5 runabout with its four-cylinder, 298.2-cubic-inch power plant delivered 80 hp. Also in the exhibit was a 1942 Lincoln Continental club coupe with a 306-cubic-inch V-12. To illustrate the advance of multi-cylinder designs in the postwar era were five additional cars: a 1963 V-8 Avanti coupe by Studebaker, 1972 Karmann Ghia with a four, 1975 Chevrolet Caprice Classic convertible with a 400-cubic-inch V-8 and two "gull wing" models – a 1975 Bricklin SV1 with a 351-cid Ford V-8 made in Canada and a 1981 DeLorean DMC-12 built in Ireland with a 130-hp V-6 of



Peugeot-Renault-Volvo design.

The display was titled "Super Cars" and introduced numerous onlookers to the history of engine advancement and overall design improvement over nine decades. The purpose was to define the concept of super cars and draw attention to collector cars that still serve as beacons of history. People of all ages took time to read special signage and hear from car owners plus knowledgeable club members working the educational exhibit.

This was the 26th year of the car club being at the St. Louis Auto Show. During that span, far more than 150 collector cars of various years have been showcased by the club.

Calendar

Attention Car Show Enthusiasts: We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed in the Old Cars Calendar, email us at oldcars@krause.com



The 11th Annual Roebling Car Museum Car Show will be held April 25 in Roebling, N.J. For information, call 215-752-0484 or visit www.movinonkruzers.com.

SHOWS

ARIZONA

Apr 4 AZ, Tucson. Automotive Swap Meet. Tucson Speedway, 11955 S. Harrison Rd. 6am-2pm. PH: 520-282-3494 or email ken.burk@ymail.com.

Apr 5 AZ, Glendale. Just Sell It. Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, 5am-noon, \$40. Per space, trailers extra, 602-828-4865.

Apr 25 AZ, Tucson. 46th Annual Tucson Street Rod Association 'Rodders Day' Car Show. Pima Community College Downtown Campus, 1255 N. Stone Ave. 9am-3pm. Pre-1987 vehicles. 520-282-3494 or email ken.burk@ymail.com.

May 3 AZ, Glendale. Just Sell It Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, 5am-noon, \$40. Per space, trailers extra, 602-828-4865.

CALIFORNIA

Mar 29 CA, Northridge. The Los Angeles Chapter of the Studebaker Club 35th Annual Classic Studebaker Car Show. 8876 Corbin Ave. 9am-3pm. www.studebakerla.com

Apr 24-26 CA, Palm Springs. 2020 Malaise Daze Car Show. Palm Springs Cultural Center - 2100 E. Tahquitz Canyon Way. Bryan Davis at 559-347-8153 or Chuck Sherman csherman.urt@gmail.com

Apr 24-26 CA, Chino Hills. The Friends of Steve McQueen Rally. Boys Republic Campus. www.steveMcQueenrally.com

May 1-2 CA, Clovis. Oldsmobile Club Southwest Zone Meet and Show. Jeff 408-370-9142, www.norcalolds.com

May 3 CA, Turlock. 35th Annual Spring Turlock Swap Meet. Stanislaus County Fairgrounds, 900 N. Broadway. 6am-2pm. 209-201-8491, registration@springfallturlock.com, www.springfall-turlock.com

May 3 CA, Chatsworth. 38th Annual Classic Chevys Show of Southern California. Rancho San Antonio Boys Town, 21000 Plummer Street. 7am-3pm. Registration prior to April 19 \$30, after \$35. Ben 818-635-4142, www.eventbrite.com, www.classicchevyssocal.com

May 3 CA, Woodland Hills. 5800 Topanga Canyon Blvd. Mustang Owners Club of California (MOCC) Mustangs & Ford Car Show. Warner Center Park. 9am-3pm. Debbie Anderson 661-295-5255 or moccshowinfo@att.net, www.mustangownersofca.org

May 9 CA, San Lorenzo. 18th Annual Arroyo Charity Classic & Custom Car Show in memory of Rick DeVecchi. Arroyo High School, 15701 Lorenzo Ave. 9am-3pm. www.arroyocarshow.com, 510-317-4167

May 16 CA, Modesto. First Annual Modesto Cops & Rodders Car Show. 10th & H Streets. 9am-3pm. Pre-register by April 1 \$30, after \$35. Art

Silva 209-581-1926, modestomisfits@gmail.com

May 17 CA, Petaluma. 47th Annual Petaluma Swap Meet. Petaluma Fairgrounds – Hwy. 1010 & Washington Street. Gates open at 5am. Vendors \$30/spot. Dave Peterson 707-527-9183, 1davepete@comcast.net

FLORIDA

Mar 5 FL, Amelia Island. 25th Annual Amelia Island Concours d'Elegance. 904-636-0027, www.ameliaconcours.org/

Mar 7 FL, Palatka. 2020 Florida Azelea Festival AACA 21st Annual Open Class Car Show. Palate Riverfront Park – US 17 & St. Johns Drive. 8am-3pm. Register by March 4 \$20, after \$25. Bob Cox 904-284-5303, rpmoneybag@yahoo.com, Holly Abbott 386-451-7263, Tom Muff 904-779-0092, www.flazaleafest.com

Mar 21 FL, Vero Beach. 43rd Annual Antique Automobile Show. Riverside Park. 10am-4pm. Pre-registration \$20, day of show \$25. Fred Kiesel 772-770-6339, http://local.aaca.org/indianriver

Mar 28 FL, Naples. 34th Annual AACA Showing. Naples Historic ACL Railroad Depot. Gary Doner 239-860-2726, gdoner4822@comcast.net (re: Depot Show)

Apr 19 FL, Sarasota. The 51st Annual Devereaux-Kaiser Car show, hosted by the Sarasota Firefighters Benevolent Fund. Sarasota County Fairgrounds – 3000 Ringling Blvd. 10am-3pm. Dana Anderson, 941-650-4727, scfd471@verizon.net

GEORGIA

Mar 21 GA, Braselton. NE Georgia Mustang Club's 17th Annual Spring Regional Pony Roundup Car Show. Year One, 1001 Cherry Drive. 10am-3pm. Register by noon. Registration \$25.

Mar 28 GA, Marietta. GSRA Spring Fever

Show N' Swap. Jim R. Miller Park & Event Center, 2245 Callaway Road, SW. Swap spaces & info Mickey White 956-371-937, secretary@gsra.com

Apr 2-5 GA, Commerce. 12th Annual NMRA/NMCA All-Star Nationals. Atlanta Drag Way.

Apr 4 GA, Macon. 24th Annual Cherry Blossom Mustang & All Ford Show. Trooper's Collision Center, 217 Emery Highway. 8am-4:30pm. Pre-register by March 27 \$20, after \$25. Registration forms at www.Flagcitymustangclub.com, Chuck Heath 478-365-1305, ponycorral@cox.net.

Apr 25 GA, Hampton. 2020 Summit Racing Equipment Atlanta Motorama. GSRA parking area. Atlanta Motor Speedway, 1500 Tara Place. 9am-4pm. www.atlantamotorspeedway.com/documents/2020_sream_participant-form_v5.pdf

May 9 GA, Lilburn. GSRA Annual Safety Inspection Day & National Street Rod Association Appreciation Day. Metal Union – 5395 Webb Pkwy, NW. Open at 10am. Dan Wooley 770-841-4375, vicepresident@gsra.com

May 30 GA, McDonough. Georgia Street Rod Association & Summit Racing Equipment Benefit Car Show for Honor Flight, Summit Racing, 20 King Mill Rd. 10am-3pm, Dan Wooley 770-841-4375, vicepresident@gsra.com

ILLINOIS

Mar 15 IL, Countryside. The Countryside Collector's Classic Toy Show, Local 150 Union Hall, Countryside, 6200 Joliet Rd, 10 am-2pm. Unique Events Shows. 262-366-1314, unievents1@aol.com www.uniqueeventsshow.com

Mar 22 IL, Marion. 52nd Collector Auto & Truck Swap Meet. Williamson County Fairgrounds, 101 N. Fair Street. 7am-2pm. Richard or Debbie 618-944-1426, rdhope71@yahoo.com

Apr 5 IL, St., Charles. 44th Illinois

Region AACA Auto Swap Meet. Don McCue Chevrolet, 2015 E. Main Street (Rt. 64). 8am-1pm. \$5 donation. Swap Spaces \$20. Chris Schurrer @815-344-3775 or hpdog259962@gmail.com

Apr 17-19 IL, Grayslake. Chicagoland Antique Advertising, Slot Machine and Jukebox Show. Lake County Fairgrounds Event Center, 1060 E. Peterson Road. April 17 dealer setup & preview 7am-5pm. www.chicagolandshow.com, 815-353-1593 or info@chicagolandshow.com

INDIANA

Mar 29 IN, Indianapolis. Freeman's Super Sunday Swap Meet. Indiana State Fairgrounds – West Pavilion Building. 8am-3pm. 317-296-0336, www.freemanssupersunday.com, freemans-supersunday@gmail.com

May 15-16 IN, Franklin. Hoosier Vintage Wheels Swap Meet and Car Show. Johnson Co. Fairgrounds 250 Fairgrounds St. Friday & Saturday 7am-4pm. 317-501-5266 hoosievintageshow@att.net, hoosievintagewheels.com

IOWA

May 3 IA, Moticello. 36th Annual Spring Auto Parts Swap Meet & Cars For Sale Corral. Fairgrounds parking lot – 700 North Maple Street. 7:30am-1pm. Swap spaces before April 17 \$10, after \$15, Corral Space before April 17 \$10, after \$15. Galen Muller 319-465-5119, www.autopartsswapmeet.net

KENTUCKY

May 27-31 KY, Bardstown. 2020 Marmon Muster. Registration \$195/person. Registration deadline April 15. Jeff Stumb 423-385-44141, mistergreat-race@gmail.com

MARYLAND

Mar 14 MD, West friendship. Annual Collector Car Swap Meet. Howard County Fairgrounds, 2210 Fairgrounds Road.

SUMTER SWAP MEETS

AUTOMOTIVE / ANTIQUE
SWAP MEET – CAR CORRAL

Bushnell, FL
April 5, 2020



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Countryside, Illinois
Sunday, March 15th

Admission
\$7

Countryside Collectors Classic Model Car & Toy Show!

Up to 150 eight-foot tables of Classic Model Kits, Plastic Promo Cars, Collectible Slot Cars, Racing Memorabilia, Die cast Cars and Vintage Toys.

THIS IS THE MIDWEST'S FINEST ONE-DAY SHOW!

1/43rd Collectors Club Vendors!
Countryside Local 150 Union Hall
6200 Joliet Road, Countryside, IL
Show Times: 10am-2pm

"See our web site for upcoming shows"
For hotel and show information, printable map, and driving directions
Visit our web site: www.uniqueeventsshow.com
for table reservations call

Unique Events 262-366-1314

PIONEER Automobile Association's 57th Annual

Swap Meet & Car Show

South Bend, Indiana
St. Joseph County 4-H Fairgrounds
Corner of Jackson & Ironwood Roads South Bend, Indiana

Sunday, April 26th, 2020
6:30 am till 3:00 pm

~Portion of Proceeds to benefit Local Charities~
Adults \$5.00, Children (8-15) \$1.00, Under 8 Free!

For information:
www.pioneerautoassn.com
or 574-674-6111

Calendar

7am-3pm. www.chesapeakeaaca.org

Mar 27-28 MD, Westminster. Sugarloaf Mountain Region AACA Indoor/Outdoor Collector Auto, Truck & Motorcycle Parts and Swap Meet. Carroll County Agriculture Center, 706 Agriculture Center Drive. Doors open at 8am. Early Bird pricing before Feb 25 - Indoor space \$45, Outdoor space \$60, Car Corral Space \$45. Jack Gallagher 301-674-5431

MASSACHUSETTS

Mar 1 MA, Norfolk. Marcom Annual Flea Market. Holmes transportation - 22 Myrtle Street. Registration \$20/space, Admission \$3. Dean Wicker 08-285-3211, Zwhizzerman@aol.com

MICHIGAN

Apr 19 MI, Monroe. Monroe's Spring Swap Meet. Monroe County Fairgrounds- 3775 S. Custer Rd. Inside Expo spots 10'x10' \$45, inside Merchant building 8'x8' \$35, outdoor spots 12'x30' \$35, and car corral for \$15 or \$25 to keep on trailer. After March 1 add \$5 per spot. Nick 419-579-4845 or Sue 419-579-6815, Facebook page: Monroe Auto Swap Meet & Car Show

May 2-3 MI, Fowlerville. 46th Annual Great Lakes Region Swap Meet.

Fowlerville Fairgrounds, 8800 W. Grand River Ave. 8am-5pm. Vend space \$25 in advance/\$30 at gate, Car Corral \$10, Gary 248-684-8955. General information, vmccabrightonmi@gmail.com

May 6 MI, South Haven. McFadden Friendly Motors 15th Annual Classic, Antique and Muscle Car Show. Rusty McFadden at 269-637-8558 ext 1314, www.mcfaddenfriendly.com

May 16 MI, Kalamazoo. Kalamazoo Antique Toy and Collectible Show, Midwest's Largest Indoor Toy Show, Kalamazoo Fairgrounds, 2900 Lake St, 9am-2pm. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

MINNESOTA

Apr 4-5 MN, Mpls/St. Paul. 64th Annual GSTA Rod & Custom Spectacular Car Show. Minnesota State Fair Coliseum. www.gstarod-custom.com

May 3 MN, Saint Paul. Gopher State Chapter, Buick Club of America 33rd Annual Spring Extravaganza Car Show & Swap Meet. Minnesota State Fairgrounds. 7am-3pm. Registration \$15, Swap Space \$25. 651-770-8096, www.gopherstatebuick.org

MISSOURI

MONTANA

Apr 18-19 MT, Missoula. 13th Annual Car Club Expo Inside Southgate Mall. During Mall Hours. Alan Ault 406-370-4365

NEVADA

May 31-Jun 2 NV, Reno. World's Largest Vintage Truck Show. Grand Sierra Resort. 816-891-9900, www.aths.org

NEW JERSEY

Mar 22 NJ, Woodstown. South Jersey Region AACA; 49th Annual Swap Meet and Car Corral at Salem County Fairgrounds, 735 Harding Hwy (US Rt 40) - 5 miles west of Woodstown or 1/4 mile west of Cowtown. 8am-3pm. Spaces, \$35 in advance or \$50 day of show. Chuck Gibson 609-221-5435.

Mar 29 NJ, Pompton Lakes. 22nd Annual Metro Petro Show featuring Automobile/Petroliana. Pompton Lakes Elks. 201-493-7172. www.Metropetro.weebly.com

Apr 19 NJ, East Hanover. 3rd Annual Spring Round Up Open Car Show. Nelson Dode, Chrysler, Jeep, Ram - 175 Rt. 10. Registration 9-11am. Pre-register by 4/5 \$16, day of show. day of show \$20. Tom A 973-229-7735 tomaddeo@yahoo.com, Al V. 201-826-6071 www.gsrmc.org, 973-884-2100, www.nielsondodgechryslerjeeptram.com

Apr 23 NJ, Holmdel. Texas Roadhouse Car Show. 4-8pm. Texas Roadhouse - 2105 State Hwy. 35. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

Apr 25 NJ, Roebling. 11th Annual Roebling Museum Car Show. Roebling Museum - 100 Second Ave. 9am-3pm. Registration \$20(incl. museum entrance) closes at noon. Bobbi (H) 215-752-0484, (C) 215-820-3276. or www.movinonkruzers.com, movin'onkruzers@inbox.com

May 2 NJ, Voorhies. 5th Annual Voorhees Police Department K9 Benefit Car Show. AMC Voorhees 16 Theater, 900 Berlin-Haddonfield Road, 11am-3pm. Registration \$20 day of show registration only. Hosted by the South Jersey Pontiac Chapter, POCl. Chuck Catalano 856-904-4843, catalano112@verizon.net.

May 3 NJ, Morristown. 69th Annual Collectible Cars Show With Swap Meet and vendors. Mennen Arena - 161 East Hanover Ave. Gates open at 9am. Pre-register \$10, day of show \$25, Ven Space pre-register \$20, day of show \$30. Vince DeLisi 908-803-1570, vincentdelisi@comcast.net, Pete Cullen

**The Gopher State Chapter,
Buick Club of America
will host its 33rd Annual**

SPRING EXTRAVAGANZA

**CAR SHOW
& SWAP MEET**

on **Sunday, May 3, 7 AM to 3 PM**
at the **Minnesota State Fairgrounds**
in **St. Paul** (rain or shine).

Machinery Hill and the Northeast Parking lot.
All show vehicles 2000 & older,
plus any year Buick, are welcome.
Trophies for Top 21 - participant voted,
plus Top 5 Buicks and Best of Show

Day of Show costs:
\$15 per vehicle, driver and one passenger;
\$25 per 25' long x 15' deep swap space;
and \$5 per spectator over age 12.

Spectator parking available
south of Larpenteur Avenue (NW lot)

For flyer & more info, including early registration
discounts, contact us:

Spring Show - G.S.C.B.C.A
P.O. Box 130067 Roseville, MN 55113
Our 24-hour HOTLINE is **651-770-8096**
www.gopherstatebuick.org

 **SWAP MEET
& CAR CORRAL**

August 21-23, 2020

~ Biggest in Missouri ~
With Over 2,200 Vendor Spaces

Ozark Empire Fairgrounds
Springfield, Missouri
I-44 & Highway 13 Exit; Turn on Norton Rd
*All Years, Makes & Models Represented
Vendors from 23 States!*

**Indoor/Outdoor
Swap Meet plus
Garage Sale &
Flea Market
inside the E-Plex**

- Space Air Conditioned
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For additional information, write to:
Ozark Antique Automobile Club
PO Box 3911 • Springfield, MO 65808
or
Registration questions, call Ron:
417-581-1449
General Swap Meet questions, call John:
417-736-3485
Or visit us at:
www.ozarksantiqueautoclub.com

Calendar

973-650-2957, www.NJRegionAACACOM.com

May 7-10 NJ, Wildwood. The Wildwood's Spring Boardwalk Classic Car Show. Open to makes and models at least 10 years old. www.WildwoodMotorEventsNJ.com. www.wildwoodnjspring-classic.eventbrite.com/

May 21 NJ, Holmdel. Texas Roadhouse Car Show. 4-8pm. Texas Roadhouse – 2105 State Hwy. 35. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

May 24 NJ, North Haledon. 45th Annual Motorama Car Show, Craft and Auto Flea Market. High Mountain School – 515 High Mountain Rd. 8am-4pm. Jersey Lakeland Region, Vintage Chevrolet Club of America. Pre-registration \$15 per car/truck (1931 and older \$5 per vehicle) submit by May 15 and \$20 registration day of show. Flea Market pre-registration \$20 submit by May 15th and \$30 registration day of show. <http://clubs.hemmings.com/jlrcca>

May 30 NJ, Monroe. 2nd Annual Classic Car & Truck Show. Monroe Township Senior Center – 12 Halsey Reed Road. 10am-2pm; registration 8-10am day of event \$20 or pre-registration in person at Senior Center \$15. Chris Flynn 609-448-7598, friendsoftheseniorcenter@gmail.com

NEW MEXICO

Mar 27-28 NM, Artesia. 23rd Annual Artesia Car Enthusiasts Main Event Car Show and Cruise. Cruise on Friday, 6-10pm, Car Show Saturday 9am-3pm. Heritage Plaza in downtown Artesia. Car show registration \$25, spectators free. 575-746-9477.

NEW YORK

Mar 8 NY, Smithtown. 42nd VCR Flea market Brush Barn 9am-2pm. Tables \$250. Evelyn Volgraff 631-588-7599

Apr 5 NY, Rochester. 43rd Annual Indoor Automotive Flea Market. Total Sports Experience – 880 Elmgrove Rd., 9am-2:30pm, Frank 585-637-8863

May 3 NY, Smithtown. St. Patrick's School 14th Annual Spring School Car Show. 284 East Main Street. 9am-4pm. Cars \$15, motorcycles \$5, car info John Forlenza 631-588-2696, craft vend Bobby DiGregorio 631-241-8414

May 23-24 NY, Norwich. 55th Annual Antique Auto Show & Flea Market. Chenango County Fairgrounds, 168 East Main St. 8am-5pm. Rolling Antiquer's Old Car Club, Norwich AACAC. Pre-Show registration due May 1, 2020. Muscle cars (2011 & Older): Dan

607-226-4919. Antique & classic cars (1995 & Older): Maurice 607-829-6268. www.raocc.org.

NORTH CAROLINA

Apr 2-5 NC, Charlotte. Hornets Nest Region AACAC Charlotte AutoFair – Charlotte Motor Speedway. (AACAC Southeastern Spring Nationals April 4) reserve space 704-841-1990, www.charlotte-AutoFair.com

May 2 NC, Raleigh. 59th Annual Antique Car Show. Brier Creek Commons Shopping Center, 8181 Brier Creek Parkway, in front of Dick's Sporting Goods. 8am-2:30pm. Registration: \$15 postmarked by 4/24; day of show \$20. Riley Reiner 919-816-6903 rreiner@earthlink.net or Mike Hess 919-201-3973 mlhess68@yahoo.com

OHIO

Mar 28 OH, Jefferson. Western Reserve Chapter, AACAC Swap Meet. Ashtabula County Fairgrounds – 3518 Austinburg Road. Vend space \$15. David Payne 440-997-7751

Apr 11-12 OH, Columbus. Mid Ohio Ford Club Inc. 40th Annual Columbus Spring Swap. Ohio Expo Center – I-71 & 17th Ave. Sat. 9am-5pm, Sun. 9am-2pm. Tara 614-235-0908, Car Corral Info Jeff

614-834-4607, www.springswap.com, facebook.com/MidOhioFordClub

May 1-3 OH, Canfield. Dave & Ed's Super Auto events Swap Meet & car corral. Canfield Fairgrounds – 7265 Colum-baina Canfield Road. 330-477-8506

May 3 OH, Parma Heights. 20th Annual Oldsmobile Dust-Off. Bakers Square Restaurant – 7011 West 130. 10am-2pm. Reg. \$5, Northern Ohio Chapter Oldsmobile Club of America. Rich Hilko 216-780-5229.

May 16-17 OH, Columbus, OH, The Chrysler Power Classic, Car Show, Swap Meet, Drag Race and Car Corral for all Chrysler, Plymouth, Dodge and related vehicles. National Trail Raceway – 2650 National Road SW, Hebron. 614-268-1181, www.ChryslerPowerClassic.com.

OKLAHOMA

Mar 19-21 OK, Norman. 2020 Norman All Transportation Swap Meet. Cleveland County Fairgrounds – 615 E. Robinson. 9am-6pm. Vend spaces pre-register \$35, month prior show \$40. 405-651-7927, www.normanswapmeet.com, NormanSwapMeet@aol.com

Mar 20-21 OK, Chickasha. 30th Annual National 1895-1945 Chickasha Pre-War Swap Meet. Mike or Susie Ersland 405-224-9090, www.pwsm.com

May 7-9 OK, Chickasha. Chickasha Swap Meet. 712 East Choctaw Ave. 404-224-6552, chickashaauto@sbcglobal.net, www.chickashaautoswapmeet.com

OREGON

Apr 26 OR, Corvallis. 54th Annual Corvallis Swap Meet & Annual "Dust 'em Off" Car Show. Benton County Fairgrounds – 110 SW 53rd St. Gates open 7am. Vendor spaces \$20, car show registration \$10. www.corvallishistoricautoclub.com or 541-926-3972

PENNSYLVANIA

Apr 19 PA, Morgantown. Indoor/Outdoor Swap Meet & Car Corral. 6180 Morgantown Road. 8am-4pm. Register by March 25 \$15, after \$25. Plinkmeyer@yahoo.com or text Paul Linkmeyer at 610-430-8432

Apr 22-26 PA, Carlisle. Spring Carlisle. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

Apr 23-25 PA, Beaver Springs. FE Race & Reunion, all Ford FE drags, car show & swap meet. All vehicles must be FE powered. Info at www.fairlanet.com, fe@fairlanet.com.

Apr 26 PA, Manheim. Drive Your

CHICKASHA

SWAP MEET

Spring 2020
May 7, 8, 9

Rain or Shine Outside Event

• Parts • Classics • Antiques
• Street Rods • Muscle Cars

52nd Annual SWAP MEET

Adjacent to the Grady County
Fairgrounds, Chickasha, Oklahoma

Fall 2020
October 15, 16, 17

Limited Indoor Space Available
Rain or Shine Event

• Parts • Classics • Antiques
• Street Rods • Muscle Cars

For info Call: **405-224-6552**
Chickashaauto@sbcglobal.net
www.chickashaautoswapmeet.com
712 East Choctaw, Chickasha, OK

Dreams. Detailing World – 1223 Lancaster Road. 3-6pm. registration \$15. See the Flier in "Cruise News" or go to www.facebook.com/svccpa/.

May 9 PA, Warminster. Warminster Arts & Barks Fest & Car Show. Warminster Community Park – 350 E. Bristol Road. 11am-3pm. 215-284-7238

May 15-17 PA, Carlisle. Import & Performance Nationals. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

May 24 PA, Bristol. 6th Annual Spring Into Summer Car Show. Nirvana Family Fitness Center – 1222 New Rodgers Road. 9am-3pm. Bobbi (h) 215-752-0484, (C) 215-820-3276, www.movinonkruzers.com, movinonkruzers@inbox.com

SOUTH CAROLINA

Apr 22-26 SC, Greenville. Spring 2020 Chrysler 300 International Club Meet. <http://www.chrysler300club.com/>, Tom Cox and Jim Benson for more information. Tom 864-314-9660, tdcox@bellsouth.net, Jim at 844-281-0763, speedymema5@charter.net

SOUTH DAKOTA

May 3 SD, Sioux Falls. Spring Swap Meet. W.H. Lyon Fairgrounds – 100 North Lyon Blvd. Bill Lev 605-201-4545

TEXAS

Mar 7 TX, Plano. Monthly Car Show. Gazebo Burger – 6009 Parker Road. 3:30-7:30pm. www.monthlymuscle.com

Apr 2-4 TX, Greenville. Greenville Swap Meet. Car Show & Corral Spaces \$30/\$35 before march 15, \$35/\$40 after. 903-454-8575, reg.gvlswpmt@yahoo.com, www.greenvilleswapmeet.com

Apr 4 TX, Plano. Monthly Car Show. Gazebo Burger – 6009 Parker Road. 4:30-8:30pm. www.monthlymuscle.com

Apr 30-May 2 TX, Fort Worth. Pate Swap Meet. Texas Motor Speedway. 713-649-0922, www.pateswapmeet.com

May 2 TX, Plano. Monthly Car Show. Gazebo Burger – 6009 Parker Road. 4:30-8:30pm. www.monthlymuscle.com

May 3 TX, Dallas. All British & European Car Day. White Rock lake Park, Dreyfuss Club Point – 600 E. Lawther. 10am-3pm. Online registration \$25 car/\$10 motorbike by April 30, after \$25/\$15. Kendra Wiese 972-243-0440/ ABCD@Kipmotor.com, www.facebook.com/allbritishcarday/ and Twitter (https://twitter.com/british_car_day)

WISCONSIN

Mar 1 WI, Milwaukee. Scale Auto Hobby and Toy Swap Meet. American Serb Hall, 5101 W Oklahoma Ave, 10 am-2 pm. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

Mar 8 WI, Milwaukee. The Brew City Advertising Show. American Serb Hall, 5101 W Oklahoma Ave, 10am-2pm. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

Mar 15 WI, Fond du Lac. Fondy Vintage Auto Club, inc. Annual Spring Auto Parts Swap Meet. Fond du Lac County Fairgrounds Exhibition Stand. 8am-2:30pm. Vend spot \$40. Tony Roden 820-922-4881, Steve Hamilton 920-924-9000, Greg Freund 920-579-8450

Apr 19 WI, Waukesha. Mike Dunn's Milwaukee Miniature Motors Show. Waukesha Fair Grounds, 1000 North View Road Waukesha 10am-2pm. Unique Events Shows. 262-366-1314, unievents1@aol.com Web Site: www.uniqueeventsshows.com

Apr 24-26 WI, Jefferson. 43rd Annual Spring Jefferson Automotive Swap

Meet & Car Show at Jefferson Co. Fair Park. Large Cars for sale Corral, now online. Car show (Sat. & Sun. only). Featuring Drag Cars all makes models welcome. Madison Classics, P.O. Box 7414, Madison Wi. 53707 or call 608-244-8416 or www.madisonclassics.com

May 16 WI, Monticello. 6th Annual Monticello Lions Club Classic Car Show. North Monroe Street and North Ave. 8am-3pm. Registration \$15. Carnie Lipke 608-516-2196 / lbranch@tds.net

AUCTIONS

MARCH

Mar 4-6 FL, Amelia Island. Russo and Steele Amelia Island Auction. 602-252-2697 www.russoandsteele.com

Mar 5 FL, Amelia Island. Bonhams's Amelia Island Auction. www.bonhams.com

Mar 6 FL, Amelia Island. Gooding & Co. Amelia Island Auction. 310-899-1960 www.goodingco.com

Mar 6-7 FL, Amelia Island. RM Sotheby's Amelia Island Auction. 519-352-4575. www.rmsothebys.com/

Mar 11-14 AZ, Glendale. Mecum Glendale Auction. Mecum 262-275-5050, infonyet@mecum.com, www.mecum.com

Mar 13 TN, Jackson. Mid South Classic Car Auction, www.midsouthclassiccar-auction.com, 731-423-5551

Mar 13-14 KY, Greensburg. Lewis Garrison Collection. 6920 Greensburg Road. 10:30am. Oman Vintage Power. 888-282-8648, www.aumannvintage-power.com

Mar 20-21 FL, Punta Gorda. The Gulf Coast Classic. Premier Auction Group. www.premierauctiongroup.com. 844-593-7355

Mar 25-28 IA, Davenport. 2020 Gone Farmin' Spring Classic. Mississippi Valley Fair Center. Mecum Auctions. www.mecum.com, 262-275-5050, mecum@mecum.com

Mar 28 TN, Nashville. 51st Semi-Annual Music City Classic Collector Car Auction. George Eber 615-496-2277. www.southernclassicauctions.com

APRIL

Apr 2-4 TX, Houston. Mecum Houston Auction. 262-275-5050, infonyet@mecum.com, www.mecum.com

Apr 16-18 FL, West Palm Beach.

21st Annual

Greenville Swap Meet

April 2 - April 4, 2020

- Free Admission
- \$3 Parking

45 minutes east of Dallas on I-30 at Hunt County Fairgrounds, Greenville, Texas

Car Show & Car Corral

Spaces \$30 & \$35 Before 15 Mar., \$35 & \$40 After

Call: **903-454-8575**

E-mail: reg.gvlswpmt@yahoo.com
website: www.greenvilleswapmeet.com

FONDY VINTAGE AUTO CLUB, INC.

ANNUAL SPRING AUTO PARTS SWAP MEET

Back To Original Schedule
March 15, 2020
Fond du Lac County Fairgrounds, WI

Exhibition Building - Hot Concession Stand
Open to Public 8:00 a.m. sharp to 2:30 p.m.
\$5.00 DONATION AT DOOR
Under 12 years free
Table Rate: \$3 • Chair Rate: \$1

Greg Freund (920) 579-8450 or
Tony Roden (920) 922-4881
Steve Hamilton (920) 924-9000

Calendar

Barrett-Jackson Palm Beach Auction. 480-421-6694. www.barrett-jackson.com

Apr 17-18 MS, Biloxi. Vicari Crawfish Music Festival Collector Car Auction. Mississippi Coast Coliseum & Convention Center. Gates open Fri. & Sat. 8:30am. 504-264-2277, www.vicariauction.com

Apr 17-19 MO, Branson. The Branson Auction. 800-335-3063. www.bran-sonauction.com

Apr 23-24 PA, Carlisle. Spring Carlisle Collector Car Auction. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

MAY

May 1-2 MN, Winona. SG Auctions. 3560 Service Drive. 507-498-9000, www.sgauktion.net

May 1-2 TX, Nocona. Vicari Auctions Nocona. Vicari Auctions, www.vicariauction.com, 504-264-2277

May 8 WI, Wautoma. W. Yoder Auctions Classic & Sports Car Auction. N2475 13 th Gateway. Wautoma WI 54982. 920-787-5549, info@wyoderauction.com, www.wyoderauction.com

May 11 IL, Quincy. Mark Larson Estate Collection. Oakley-Lindsay Convention Center. 9am. 217-847-2160, cars@sullivananauctioneers.com, www.sullivananauctioneers.com

May 12-17 IN, Indianapolis. Mecum Indy. 262-275-5050, infonet@mecum.com,

May 30 MN, Independence. Marple Collection, collector cars, parts, real estate. 7949 Cnty Rd 11, Independence, MN. 507-673-2517, 605-201-7005. www.vanderbrinkauctions.com

CRUISES

YEAR ROUND

Mondays FL, Fort Meyers. Applebee's Cruise-In. 15151 North Cleveland Ave. 4pm. - 7pm.

Tuesdays CA, Granada Hills. Granada Hills Cruiz-In. Park between Baskin Robins & Carl's Jr. 6pm

Tuesdays IN, Michigan City. Great Lakers Auto Club Tuesday Night Cruise-In. Al's Super Market - 421 South Franklin Street. Darrell M Stahoviak 219.785.4530

3rd Tuesday of the month CA, Yucca Valley. Route 62 Cruisers Cruise-in. Firehouse Subs - 58709 Palms Hwy. Ste. F. 5:30 pm

Wednesdays (weather permitting)

MD, Upper Marlboro. PAR-A-DIGM Presents High Heels & Corvettes Sophistication Meets Power. 5010 Brown Station Road. Randy 240-354- 4752

Wednesday Nights PA, Morgantown. Cruise-In Car Show. Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA (behind McDonald's and Holiday Inn) 4-8 PM. 610-901-3804

Thursday mornings CA, Chatsworth. Earl's Coffee Cruise. 20429 Devonshire St. 8-10am. www.facebook.com/Earls-Donuts-109491522422562, 818 341-2869

Thursdays FL, Ft. Myers. Larry's Cruise-In. U.S. 41N. 4pm. - 7pm. Contact 239-995-3999 www.shellfactory.com

Thursdays MD, Accokeek, East Coast Drifters Cruise-In. Wendy's in Man-nokeek Shopping Center - W. 228 Accokeek. 6-9pm. Bobby 240-682- 6432

Last Thursday of Every Month CA, Santa Monica. West End Santa Monica Car Club Mel's Drive-in Cruise Night. 1670 Lincoln Blvd. 7-9pm.

First Friday of Each Month NV, Las Vegas. "Breakfast Starter" Mad Matty's, 8100 W. Sahara Ave. 8-10:30am Lots of Parking. Hosted by Cadillac Drop-Tops. Hal Sheaks, halscars@cox.net 702-203-0035

Friday Nights CA, Northridge. Cruise Night. Bob's Big Boy - 8876 Corbin Ave. 4pm

Friday Nights CA, Burbank. Valley Cruise Nights. Fosters Freeze - 201 South Glenn Oaks Blvd. 7-9pm

Friday Nights CA, Los Angeles. Rollin Heaps Friday Night Roll In. Pep Boys Speed Shop on corner of Oxnard and Lankershim Blvd. 7-10pm.

Friday Evenings MD, Laytonsville. (Year Round Cruise-in): Laytonsville Cruise-6840 Olney-Laytonsville Road, Laytonsville, MD 20882. 5 to 8 pm. www.cruisein.us or email inex01@verizon.net

First Saturday of the Month CA, Rolling Hills. Peninsula Cars & Coffee. Promenade on the Peninsula's Top Deck of the Parking Structure - 550 Deep Valley Road. 7-9pm. www.pvconcoors.org

Saturdays CA, Ventura. American Hot Rods & Classics Saturday Morning Coffee Cruise. Moose Ledge #1394 - 10269 Telephone Road. 8:30-11:30am. Donations accepted.

First Saturday of Each Month NV, Las Vegas. Sonic Drive-In Cruise nights at 6455 W. Sahara (at Torrey Pines) 4-8pm. Cadillac Drop Tops Chapter.

halscars@cox.net

Saturdays (weather permitting) CA, Santa Clarita. Saturday Night Sleds - Walmart Parking Lot - Carl Boyer Drive. 5-8pm.

Saturday Nights IN, Noblesville. Central Indiana Vintage Vehicles Cruise In. Noblesville Courthouse Square. 4:30-8:30pm. Dave Shank 317-674-8045, Larry Grabb 317-710-2585, www.civv.club.com

Saturday Nights. IN, Noblesville. Courthouse Square. 4:30pm to 8:30pm. Hosted by Central Indiana Vintage Vehicles. Dave Shank 317-674-8045, Larry Grabb 317-710-2585. www.civv.club.com.

First Saturday of each month FL, Englewood. Cruise-In Dearborn. Downtown Englewood. 4-8pm. Contact tom Brooks 941-815-6204

Second Saturday of Month CA, Chatsworth. So Cal Cruising' The Munch Box. 21532 Devonshire St. 5-9pm.

Last Saturday of the month CA, Winnetka. Cupid's Cruise. 20030 Vanowen St. 4-8pm. www.cupidshotdogs.net, cupidshotdogs@gmail.com, cupidshotdogs@gmail.com

Last Saturday of each month CA, Winnetka. Cruising' Cupids Hot Dogs - 20030 Vanowen Street at Quakertown Ave. 4-8 p.m.

Last Saturday of Month CA, North Hollywood. Pep Boys Speed Shop Cars & Coffee. 6065 Lankershim, Blvd. 8-noon

Sundays CA, Northridge. Classic Cars & Coffee. Carbon Ave. & Tampa Ave. 6-10am, www.facebook.com/groups/carscoffeebagels, carscoffeebagels@yahoo.com

Sundays CA, Northridge. Classic Cars & Coffee. Suppressing Shopping Center - 19500 Plummer Street. 6-10am. www.facebook.com/SoCalCrScene, www.facebook.com/groups/CarsCoffeeBagels, carscoffeebagels@yahoo.com

Sundays CA, Northridge. Classic Cars & Coffee. Supering Shopping Center - 195000 Plummer Street. 6-10am. www.facebook.com/SoCaleruScene, carsandcoffeebagels@yahoo.com

First Sunday of each month CA, Malibu. Cars & Coffee Cruise-In. Trances County Market. 7-10am

First Sunday of the month FL, Miramar. Miramar Outlets Car Cruise-Ins. Lakeside at Miramar Outlets. 11am. - 3pm info: 239-948-3766, Miramaroutlets.com

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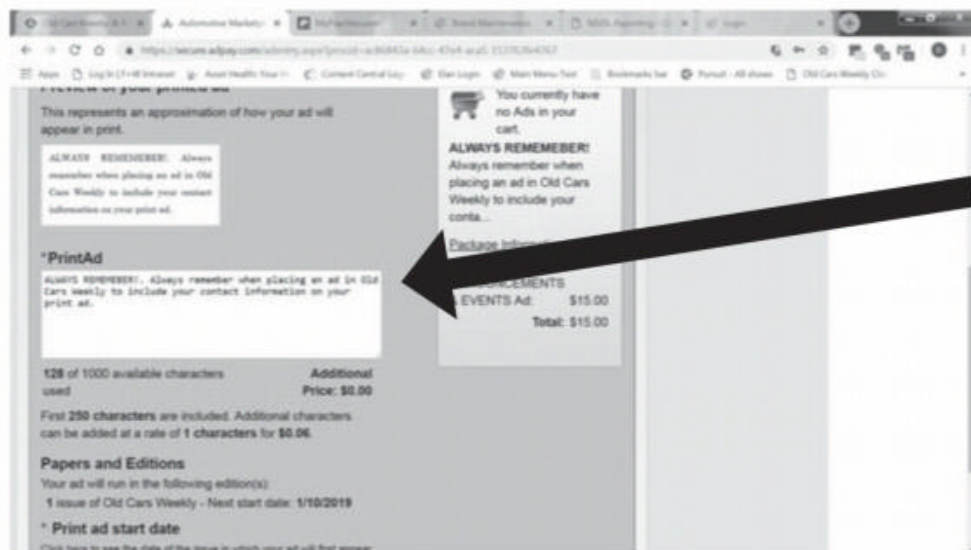
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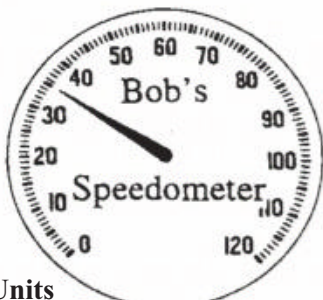
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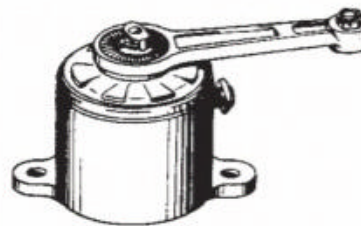
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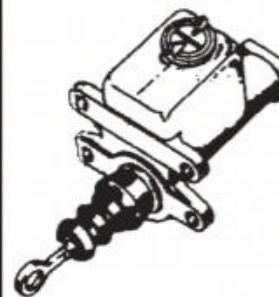
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typically included are; transportation museums, factory tours, mansions & gardens, historic sites and local points of interest. Some highlights of this tour will be Boldt Castle, The Antique Boat Museum, Lake Placid, the Baseball Hall of Fame, Saratoga Automobile Museum and more. Give the event coordinator, Scott Dorsey, a call today at 937-489-9656. He would love to talk about cars with you and give you more information about the 2020 events. Come join in on the fun.



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\$13⁵²
MODEL: W2364

ITEM 63878/63991
64005/60566
63601/67227 shown



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Customer Rating

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NOW \$10⁹⁹

\$18⁹⁹

COMPARE TO DEWALT **\$68¹⁴**
MODEL: DW1369

SAVE 83%

ITEM 5889
62281/61637 shown



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Customer Rating

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COMPARE TO BLUE HAWK **\$878**
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ITEM 69115/69121/69129/69137/69249/877 shown



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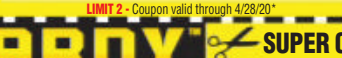
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COMPARE TO K TOOL **\$151⁴²**
MODEL: KT163094

ITEM 64552/64832/64980/64545 shown



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SUPER COUPON

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DRIVE	ITEM
1/4"	61277/63881/2696
3/8"	61276/63880/807
1/2"	62431/63882/239

Item 239 shown

COMPARE TO HUSKY **\$89⁹⁷**
MODEL: H2DTWA

\$19⁹⁹

YOUR CHOICE \$9⁹⁹

SAVE 88%

ITEM 63881/63882/2696 shown



LIMIT 4 - Coupon valid through 4/28/20*

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SUPER COUPON

18v LITHIUM-ION 3/8" DRILL/DRIVER KIT

Customer Rating

★★★★★

NOW \$27⁹⁹

\$37⁹⁹

COMPARE TO RYOBI **\$74**
MODEL: P1810

SAVE 62%

ITEM 64118



LIMIT 2 - Coupon valid through 4/28/20*

CENTRAL MACHINERY

SUPER COUPON

20 TON SHOP PRESS

Customer Rating

★★★★★

NOW \$149⁹⁹

\$189⁹⁹

COMPARE TO STRONGWAY **\$379⁹⁹**
MODEL: 46260

SAVE \$230

ITEM 32879/60603 shown



LIMIT 1 - Coupon valid through 4/28/20*

HARDY

SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100

Customer Rating

★★★★★

NOW \$5⁹⁹

\$7⁹⁹

COMPARE TO VENOM **\$14⁹⁷**
MODEL: VEN4145

ITEM 37050, 64417, 61363, 68496, 68497, 61360, 61359, 68498, 64418 shown



LIMIT 4 - Coupon valid through 4/28/20*

CENTECH

SUPER COUPON

Customer Rating

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NOW \$49⁹⁹

\$59⁹⁹

COMPARE TO SUPER START **\$89⁹⁹**
MODEL: 55001

ITEM 38391/62376/64083/56349/62306 shown



LIMIT 3 - Coupon valid through 4/28/20*

BRAUN

SUPER COUPON

5000 LUMEN 4 FT. LED HANGING SHOP LIGHT

Customer Rating

★★★★★

NOW \$19⁹⁹

\$29⁹⁹

COMPARE TO IRWIN **\$19⁹⁸**
MODEL: 1964718

SAVE 33%

ITEM 64410



LIMIT 3 - Coupon valid through 4/28/20*

CENTRAL PNEUMATIC

SUPER COUPON

20 OZ. GRAVITY FEED AIR SPRAY GUN

Customer Rating

★★★★★

NOW \$9⁹⁹

\$15⁹⁹

COMPARE TO HUSKY **\$49⁹⁸**
MODEL: H4840GHVSG

SAVE 80%

ITEM 67181/62300/47016 shown



LIMIT 4 - Coupon valid through 4/28/20*

PITTSBURGH

SUPER COUPON

1250 LB. VEHICLE POSITIONING DOLLY

Customer Rating

★★★★★

NOW \$64⁹⁹

\$89⁹⁹

COMPARE TO SUMMIT RACING **\$149⁹⁹**
MODEL: SUM-918045

ITEM 62234/61917 shown



LIMIT 4 - Coupon valid through 4/28/20*

Quantum

SUPER COUPON

215 LUMEN MAGNETIC POCKET WORK LIGHT

Customer Rating

★★★★★

NOW \$4⁹⁹

\$7⁹⁹

COMPARE TO BAYCO **\$14⁹⁹**
MODEL: NSP1312RM

SAVE 66%

ITEM 63935



LIMIT 4 - Coupon valid through 4/28/20*

PITTSBURGH

SUPER COUPON

12" RATCHETING BAR CLAMP/SPREADER

Customer Rating

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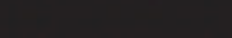
NOW \$2⁹⁹

\$4²⁹

COMPARE TO IRWIN **\$19⁹⁸**
MODEL: 1964718

SAVE 85%

ITEM 46807/63017/62123 shown



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BADLAND

SUPER COUPON

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

Customer Rating

★★★★★

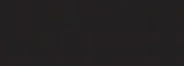
NOW \$49⁹⁹

\$69⁹⁹

COMPARE TO SUPERWINCH **\$189⁹⁹**
MODEL: 1125220

SAVE \$140

ITEM 61258/61297/63476/61840 shown



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SUPER COUPON

36" PICKUP AND REACH TOOL

Customer Rating

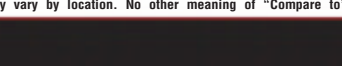
★★★★★

NOW \$19⁹⁹

\$32⁹⁹

COMPARE TO ARCMATE **\$15**
MODEL: 32S

ITEM 94870/62176/61413 shown



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PORTLAND

SUPER COUPON

1750 PSI ELECTRIC PRESSURE WASHER

Customer Rating

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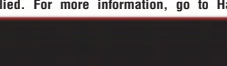
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COMPARE TO BRIGGS & STRATTON **\$174⁴⁴**
MODEL: 20600

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What's this Old Car Hobby all about?

Part 1

BY JOHN GUNNELL

What's this old-car hobby all about? Did you ever wonder about that? People have been collecting old cars for a long time. In 1918, both *The Saturday Evening Post* and *The Country Gentleman* recognized the Silver Anniversary of the American automobile industry. Car dealers of the day ran promotions offering to trade new cars for pioneer automobiles. The cars that were turned in illustrated that people were already starting to collect automobiles and view them as historic artifacts.

By the early 1930s an old-car event called the Automobile Derby was being put on in Philadelphia and by 1935 the Antique Automobile Club of America (AACA) had been founded.

By the 1940s, the antique auto hobby was getting lots of attention. Car collecting boomed in the 1950s, in a very large part prompted by fans of the Ford Model T and Model A. "Great Gatsby"-style Classic cars were also popular then and could sometimes be had for just a couple of hundred dollars.

The hobby really boomed in the 1970s when postwar cars became popular. Many small suppliers of products and services that hobbyists needed grew into major companies running auctions and selling old cars, specialized insurance, old-fashioned tires, car parts and books. Publications such as *Old Cars* also grew out of this era, along with some of the major one-marque car clubs. This little hobby of ours was really growing. By the mid-1980s, sev-

eral hobby companies had been sold to bigger firms for over \$1 million.

This growth has continued for the last 45 years or so, but the question still arises, "What's this hobby all about?" Your typical old-car hobbyist doesn't think much about how big his suppliers are, how many members are in the national club he belongs to or even what the latest auction trends are. If a car like his sold at an auction, he may want to know what price it brought because that car in his garage is always the important one. So, this series of articles is going to focus on what this hobby is all about.

To begin with, this hobby is all about loving cars. In most cases, we don't know why we love cars or how the old-car thing got into our blood. The feeling is just there. You see an old coupe

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with clamshell fenders and an upright radiator and the passion starts flowing. Or maybe you see a Mustang fastback with narrow whitewall tires and bright chrome spinner hubcaps and the juices are boiling inside. Cars like these cast a spell on us. We get excited when we see them. They are so damn cool.

I have loved old cars since I was a young kid. There weren't as many car shows then, so it's easy to remember each one. It was also fun to see the antique cars in the Memorial Day parade. We lived on Staten Island, N.Y., and thought we knew where every old car in that borough was. Each Wednesday I would talk my mom into driving

me around the Island to check on "my" old cars. Was that '31 Buick coupe still out on that street in Dongan Hills? Was that Packard sedan still in that backyard in Port Richmond?

These cars were parked on the street

'In most cases, we don't know why we love cars or how the old-car thing got into our blood.'

or stored outside in driveways or kept in the median on a public street with the owner never being hassled. Sad thing

is, I probably could have bought one of those beautiful cars for \$500 back then. I tried saving my paper route money, but at \$10 a week, it took a long time (and no other purchases) to save up \$500. And being an apartment dweller, where was I going to store an old car?

The nice thing was, you didn't need money to simply love an old car. And it's also important to point out that the cars had little real value back then. There was no classic car auction company setting record sales. And we all knew that money couldn't buy love anyway. Back then, loving old cars had very little to do with money.

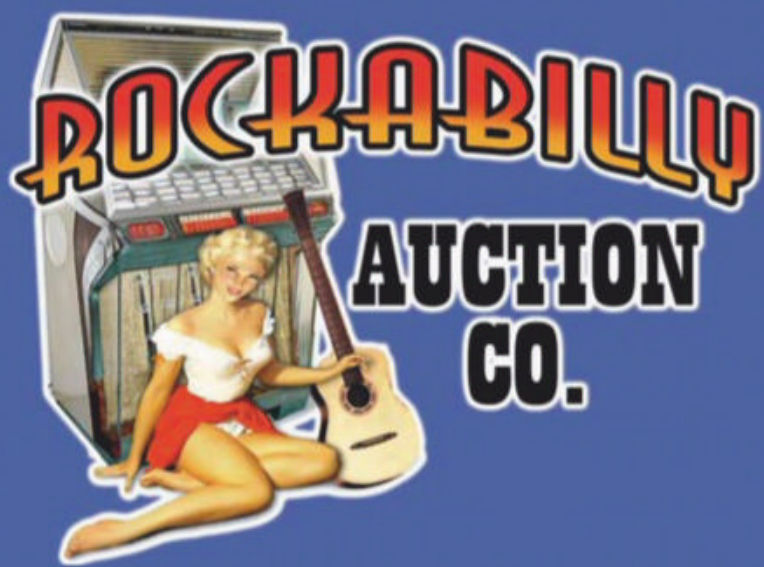
I think it had something to do with liking "old stuff," but that didn't explain it entirely. There weren't a lot of books about old cars like there are today, so we really knew very little about De Sotos, Dodges and Duesenbergs. And that was good, because we loved them all the same. A Duesenberg may have been impressively big, but that old Dodge looked more like the '30s car we saw on "The Untouchables" every Wednesday night and TV shows like that one — set in the past — probably fueled our old-car passions. So did movies such as "Son of Flubber" with Fred MacMurray's flying Model T Ford.

Old cars were as much fantasy as reality. We wanted to be different. Like Elliott Ness chasing Al Capone or an absent-minded professor inventing an anti-gravity substance that could make a "flivver" fly over the capital of the United States. We dreamed of driving down the street in a jalopy that should have been junked decades earlier. We imagined owning a car that would immediately set us apart from the mainstream... a Studebaker that would make us stand out in a crowd.

This is what we loved about old cars — their uniqueness — their ability to very easily make us feel special, and for relatively little money back then. Most of us never thought about restoring a car or keeping it running. The whole thing was a fantasy and an escape from reality. So, what's this old-car hobby all about? Well, there are many factors, but it all starts with loving old cars.

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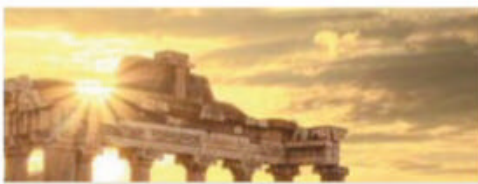
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Believing that Sol Invictus and Christ were one and the same, Constantine legalized Christianity, allowing it to flourish. He merged the worship of Sol Invictus and Christ, creating religious practices still observed by modern-day Christians. And he authorized the striking of this Nummus coin—the first true coin of a Christian Empire, and thus the most important coin of Christian history.



Approximately 20 mm

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TWO RELIGIONS BECOME ONE

To help convert the Romans, Constantine associated Sol Invictus with Christ:

- ☀ On December 25th, the Romans honored Sol with a winter solstice feast. Under Constantine, this became a celebration of Christ (Christmas).
- ☀ In A.D. 321, Constantine declared "Sun Day" as a day to rest and worship Sol Invictus. Upon converting, Constantine kept Sunday as the new Christian day of rest (instead of Saturday).
- ☀ Constantine merged the celebration of Christ's resurrection with that of the vernal equinox, moving Easter to the Sunday after the first full moon of the equinox.

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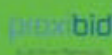
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